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GOOD ROADS IN THE UNITED STATES.

BY

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When Washington first went to the Ohio country, before the French and Indian War, he began to see that roads must be built across the mountains to tie the West to the colonies by the sea. This interest he never lost, and it shaped his private action and public policy so long as he lived. The greatest of our early Federal statesmen took up the cause, and the first decades of the nineteenth century were marked by the planning and building of great highways. When Ohio was admitted to the Union, in 1803, the enactment was accompanied by a law setting apart the proceeds from sales of public lands in Ohio for the building of a highway. Here was the origin of the Cumberland Road, for which the first contracts were let in 1811. The stumps were to be removed for a width of four rods, the roadbed was to be thirty feet wide, and the road was to be surfaced with a heavy cover of broken stone. West of the Monongahela the maximum grade was $4\frac{1}{2}$ degrees; and in the western sections of the road, where stone was not accessible the material used was gravel. Thus by successive appropriations the great highway through Ohio, to the westward, was brought to completion and became known in pre-eminence as the National Road, although by no means the only road for which Federal money was set apart.

In 1817 Calhoun gave expression to the general sentiment when he urged that the Republic be bound together by a "perfect system of roads and canals." He would have a trunk line from Maine to Louisiana, a connection of the lakes with the Hudson

River, and would join to the western States all the great commercial centres on the Atlantic.

The cessation of this period of splendid road-building came about 1836, and is ascribed to the financial crisis of that period; but we can see another and more controlling reason. The day of railways had dawned, and it became plain that the long hauls must be made by steam. The iron roads took the field, and absorbed the resources and ambitions of progressive men, and the dirt road, and sometimes those who traversed it, sank from view. Of what account is an earth road when a locomotive can go fast and pull enormous loads? When, by and by, the capitalist could go swiftly and in comfort from New York to Chicago, and the member of Congress could draw his mileage and be whirled from San Francisco to Washington, why should they concern themselves about the country roads? Were they not as good as they had ever been? And why, after all, should a farmer, who gets his pace behind a plough, wish to go faster? Thus the dirt road became more dusty in summer and more deep in winter for seventy-five years. Nobody seemed to appreciate the fact that a million and a half of miles of dirt roads crossed the land everywhere, and that more millions of men and beasts must daily use them. The State of Iowa has a hundred thousand miles of these roads, and she spent upon them every year between two and three millions of dollars, but under a worn-out or rather an always bad plan that gave her little to show for it but mud of finer grain and greater depth. To-day this great State has adopted a money system in place of the old plan of loafing out a road tax under the direction of incompetent pathmasters.

This new understanding of our vast road problem began to show itself about twenty years ago, and the interest has so risen that good earth roads in America are but a question of time. The farmer is beginning to know that he is the factor of first industrial importance, and the capitalist and the statesman are also finding that whatever helps agriculture helps the town and city and blesses every citizen. The farmer, at least in the States of the east, has seen toilsome and even profitless years in recent times. Keep the farm up as he might by increasing toil, he has seen the selling value of his land go steadily down, and he has dragged his loads of produce to an indifferent market, in vain competition with the great farmer of the prairies, and has seen himself distanced in the acquirement of a competence by the tradesmen and skilled mechanics of the towns.

How far the decline in value of what he owns, or is trying to

own, is due to bad roads and expensive hauling he does not know, but he is beginning to suspect that good roads would go far to bring back to him a reasonable prosperity. The net shrinkage in the value of the farmer's property in the Empire State from 1890 to 1900 was more than \$69,000,000. Thoughtful men have again and again urged that this shrinkage is largely due to bad roads, and the present writer has seen no attempt to dispute this claim. It is what Professor J. A. Holmes, the champion of good roads in North Carolina, calls the "mud, sand and hill tax." This covers the case for North Carolina, with her mountains, her Piedmont, and her coastal plain. In New York we should shorten it to mud and hill tax; for we have our share of sticky soil, and the pioneers arranged that a road should rarely go around a hill when it was possible to go up a hill and down again. In Illinois it is enough to drop all the rest and call it mud tax, pure and simple. Shall we see what it is? Professor Holmes places the amount of it in his State at \$10,000,000 per year, or, as a good roads convention orator put it, it is the same as if the farmers of North Carolina should each year kill every horse and mule in the State and buy new with clean cash; or, one-tenth of the waste would give a seven months term to every school in the State.

The highway experts of Maryland make the very moderate estimate that bad roads in this State handicap their people to the extent of \$3,000,000 annually. It costs about one billion dollars to haul the farm products of the United States to market each year. Of this vast sum \$600,000,000 are wasted on account of bad roads.

Much attention has been given to the relative cost of the several modes of transporting freight. The unit chosen for comparison is the ton-mile—that is, the cost of carrying one ton of produce, of an average sort, a distance of one mile. Basing their conclusion on correspondence with 10,000 farmers, the Office of Public Road Inquiries puts the cost per ton-mile on dirt roads at 25 cents. On the railway the figure is $\frac{3}{4}$ of one cent, or less. By water the rate varies between $\frac{1}{4}$ and $\frac{1}{12}$ of a cent. As compared with the ocean rate we are informed that for the canal we must multiply by 5; for rail, by 15; and when we come to the wagon on the country road we must take 500 for our multiplier.

The cost per ton-mile on the New York Central Railway in 1869 was 2 4/10 cents. In 1893 the cost had gone down to 7/10 of a cent. But where has been any reduction of the cost of the farmer's preliminary haul, except when, in recent years, improved roads have been built? How much has he been helped as he has jolted

to market over the sods and cobblestones thrown into the middle of the roads by the pathmasters? In a good roads convention held in Raleigh in 1902 it was said without contradiction that it was as cheap to take freight from California to the eastern seaboard as to bring produce from farms fifteen miles away into Raleigh.

Through the consular offices of the United States it has been possible to learn the cost of highway transportation in European countries. About Leeds, in Yorkshire, a two-horse team makes a ten-mile trip, going and returning, in a day, and pulls about $2\frac{1}{4}$ tons, making six trips each week, at a cost of \$2.40 a trip. About Sheffield the rate is 8 to 12 cents per ton-mile. In Germany the ton-mile varies, but is everywhere low; about Frankfort it is equivalent to 10 cents in hauls of 12 miles. In the district of Hanover, for ten-mile distances the rate is $4\frac{1}{6}$ cents, and about Munich 5 to 7 cents.

In Switzerland, Canton of St. Gall, a double team draws 30 to 40 hundredweight on hilly roads and 50 to 60 hundredweight on level roads. In France, commercial agency of Roubaix, the cost per ton-mile is a little under 12 cents.

We need not wonder, then, at the expenditure by England and Wales of \$20,000,000 annually upon their roads; nor can we count it other than the highest economy that France expends each year \$37,500,000 for the same purpose.

The average cost per ton-mile of freight carriage upon good roads of broken stone is about 8 cents, which, taken with figures already given, proclaims to the farmer that if he can get a good road he will save seventeen cents every time he draws a ton of wood, wheat, or potatoes a distance of one mile. Upon the improved roads of New Jersey one team hauls four to five tons, as against a bad-road load of one ton. At \$3.00 per day for man and team this means a saving of \$9.00 to \$12.00 for a ten-mile haul of such an amount of freight. The estimate of saving for the State of New York falls into line with those of Maryland and North Carolina, the figure being \$7,000,000 to \$10,000,000 per year. Good roads would enable some comparatively long-distance hauling to be made by team—an important consideration in case of perishable produce and household furniture, where much deterioration could be saved by avoiding railway transit. Thus on the good roads of Belgium wagons carry freight 60 to 70 miles, between Liège and Brussels or Antwerp.

The elements of loss arising from bad roads are many. We

must count in the time of men and draft-animals; the extra number of such animals employed where much teaming is required; the exposure and extra hardship to which men and beasts are subject; and the heavy strain and effective destruction of finish by which vehicles and harnesses are affected. The farmer is also restricted in the times in which he can go to market. If high prices happen to coincide with deep mud, he cannot avail himself of the golden moment. A Maryland farmer reports that he could not have marketed his wheat the previous season, from February to April, if the price had been \$2.00 a bushel. Another lost his whole crop of corn because he could not carry it to a proper place of storage. In France it is customary to use the cold or stormy days for hauling to market. But the American farmer must use for hauling the very days that are most valuable for work on the farm. No words can set forth all the elements or bring out all the meaning of the "mud tax."

It is unquestioned that good roads bring marked appreciation in the value of farm lands. In Union County, New Jersey, it is affirmed that the rise in values has more than equalled the cost of the roads. Similar improvement of conditions in parts of Indiana gives \$6.48 per acre as the rise of the selling price of farm lands. Much higher estimates have been given for some places, as \$20 to \$30 per acre about Canandaigua, N. Y. In brief, if a farm neighbourhood is reached by a good road, a heavy tax is lifted from each bushel of produce, and the region itself becomes a desirable place to live, and prospective buyers are as willing to pay for these benefits as for rich soils, heavy timber, good fences, and unfailing springs of water.

Moreover, the farmers are often able to receive a daily paper regularly through free delivery, and they thus get prompt information of the state of the market, and are not left to tardy rumour or the representations of commission agents.

Good roads bring large gains, which cannot be reckoned in money. As the older States have become great and the people have gathered in cities, enjoying the conveniences of urban life, life in the country has seemed isolated and barren. The rural regions have been in some measure depopulated in favour of the towns and great cities. The first factor in checking the rush from the country on the part of youth and progressive spirits must be the good road.

The county in which the writer lives has but three or four municipalities which exceed or approximate a population of 2,000. The

total population of the county in 1890 was 40,545. From 1890 to 1900 the loss was 2,347. The lands of the county are fairly adapted to agriculture and the building of comfortable homes, and even the more remote are within 40 miles of cities. In seeking the cause of this inability of a fertile region to hold its own in the number of its people, we cannot go far wrong if we turn to the heavy grades, deep muds, ruts, and stones of the dirt roads. Twenty-two counties of the Empire State show a loss of 30,266 in that decade, or more than 3½ per cent. of their total population. This decline is true of some rural counties near the city of New York, and bad roads seem to be at least an important reason why the "commuters" have shunned the otherwise accessible parts of the home State in favour of the adjacent sections of New Jersey and Connecticut.

If the farmer and his wife, or particularly his sons and daughters, can finish their toilsome day and easily visit their neighbours three miles away in the evening, or enjoy the opportunities of the town, they will think better of rural life, and cease to rob the farm of its more intelligent and more ambitious men and women. In no way is the separateness of country life more relieved by good roads than by regulating attendance upon schools. In not a few road conventions the schoolmaster has borne strong testimony to the improvement in education that must result from good roads. It means regular attendance of thousands of youth, and it also is the indispensable preliminary to the consolidation of rural schools. This means better-paid and better-qualified teachers, better equipment, the pride and momentum of numbers—indeed, all the elements that unite in a school of power. No less will religion and morals be favoured and social life advanced where church attendance is not checked by every storm and the habit of making Sunday a higher and separate day thus destroyed. The duties of citizenship will be better performed, and no longer will a rainy election day prevent a reasonably full expression of the political convictions of the rural voter. And he will be far more sure to have convictions which are worth recording in a ballot, for with good roads will come, in the end, the daily paper, the telephone, the habit of alert thinking, and prompt and forcible action. It is not claimed that good roads alone will reform society, but that they count large in the chain of forces that is lifting country life to higher conditions.

There is yet another factor which tells both in point of money and of social life. The city as well as the country is rightly coming to be taxed for the rural road. The city man and the city family find that they must seek the country, for short visits, for

long vacations, or for permanent suburban homes. No rural region can attract the urban man and his money which compels him to walk or drive his horse or propel his automobile through seas of mud. For a long period the Swiss Government lost money upon the diligences which carried passengers over its post roads. Whether this is still true the writer does not know. At any rate it made no difference with the official policy, for what the public treasury lost the private pockets of the Swiss people gained many times over from the spendings of tourists. This increased their resources, increased their ability to pay taxes, and the Government was, after all, no loser by its policy.

Such are some of the reasons why our roads should be made roads indeed rather than toilsome trails of sand and mud; and in view of the facts, which are simple and easy to understand, it almost surpasses belief that a progressive people should have ignored their opportunities for almost a hundred years. In 1893 a law was enacted which again made the National Government a promoter of improved highways. By this law the Office of Public Road Inquiries was created as a part of the Department of Agriculture. It was not established to become an actual maker of roads, but rather as a medium for information, advice, and supervision. The office gathers data from all sources, home and foreign, reviews and disseminates a knowledge of important features of State legislation, and studies the method and cost of construction. It maintains a laboratory in Washington, in which road materials are subjected to physical and chemical tests, and any locality can have samples of home materials thus examined without cost. While the Office does not engage formally in road-making, it has, for education, built short sections of object-lesson roads in 22 States, but always on the invitation of local authorities. It has thus become a kind of clearing-house for our national interest in roads, not failing to reach out in every open direction to quicken interest and impart technical knowledge. It has received only modest appropriations from the national treasury, beginning with \$8,000 per year, rising to \$30,000 in 1902, and to \$35,000 as the grant of the next succeeding Congress. It has published a series of bulletins and circulars, which are made freely available to all who can make good use of them.

The policy of Federal aid has strong advocates both in and out of Congress, and this sentiment has crystallized in the well-known Latimer-Brownlow Bill, which is now in the hands of the Senate Committee on Agriculture, and which, it is expected, will be reported favourably in December, 1904. It is strongly favoured by the

Grange and by many road organizations, and provides for a proportionate division of \$24,000,000 among the States, to be expended at the rate of \$8,000,000 per year for three years. In order to enjoy this aid each State must duplicate the sum to be received from the Government. It seems to be well claimed that this is as proper a use of Government money as the improvement of rivers and harbours, the aid of railways, or the building of roadways through the national parks.

Among the powerful agencies is the National Good Roads Association, having its headquarters at St. Louis. This grew out of a number of preliminary movements, and was finally organized in Chicago in 1900, when delegates were gathered representing thirty-one States. Many great conventions have been held, the good roads trains have been organized, the Association has worked in close relation with the Office of Public Road Inquiries on the one hand and the American people on the other, and it has thus come to represent largely the sentiment and will of the people. Many large conventions—as at Ormond-Daytona, Florida, and at New Orleans—have been held during the past twelve months. A committee of the Association secured, through President McKinley, the first presentation of this subject in Congress since the early days of the last century.

Many interests have given the good roads movement momentum. Perhaps the wide adoption of the bicycle ten or fifteen years ago did more than anything else to agitate and to bring about action. Every man who used a wheel became, without planning it and before he was aware of it, an advocate of good roads. Then first did he know how bad the roads had been. The League of American Wheelmen, with its branches in every State, organized and directed to the same end the sentiments of its tens of thousands of members. Of late the automobile has been wielding a similar power. The costly breakdowns of expensive machines and the delays and discomforts of people bent upon pleasure have created more appreciation of good country roads than any amount of indoor advocacy.

More powerful than these factors, when we reckon in the coming years, appears to be the Rural Free Delivery of Mails. The growth of this department of national postal work has been prodigious. In 1896 Congress voted a paltry \$10,000 for it. But it gave opportunity to test the new proposition. The country dwellers took hold of it. Slow in some things they may be, but they have not been slow in this. Now many millions of dollars are freely

voted, and the new service reaches daily several millions of our citizens. It is no longer an experiment. It means more money for postage, more letters written, more papers taken, swifter intelligence of friends or business—in fact, almost a revolution in the conditions of country life. But the Post Office Department is exacting. It will not send its carriers through sloughs of mud or along rough and stony roads or tearing through unopened masses of snow. There must be a road, reasonably good, and there must be bridges, passable in all seasons, and as readily after prolonged storms as in the finest weather. Tens of thousands of dollars have been spent on the highways at the direct instance of the Post Office Department. As long ago as 1902 one hundred fords had been bridged in the State of Texas for this reason; old roads had been improved and new lines of road created. In the western division of rural service one-fourth of all the routes favourably reported were to have improved roads as a result of the new enterprise. In several Southern States applications have been rejected because the roads were impracticable for a regular and comfortable service. In some cases it has been necessary to threaten discontinuance of the delivery service unless the roads were improved, and results have been forthcoming. Thus public policy and private interest conspire to the great end.

The railways have abiding reasons for wanting good country roads. Every railway line offers a channel of outflow for the products of a belt of farm lands on either side. These lands have access to the iron roads by the common highway. If the farmer can reach the market at the railway station from distances limited to eight to ten miles, the railway taps a belt of country sixteen to twenty miles wide: double the distance for the haul that can be made with a profit remaining, and the belt becomes thirty to forty miles wide. The farmer will plant more acres, ship more bulky produce, have more money, order more goods by express, take more railway journeys—in short, the railway serves a rich region instead of a poor one.

Officials of the Mobile and Ohio Railroad state that in February, 1898, their receipts were 65 per cent. lower than for the same month in 1897, and 80 per cent. lower than in February, 1896, on account of severe weather and bad country roads. The opinion is held that, with good roads, many railways could dispense with one-third of their rolling stock, because of the regularity in receiving freight throughout the year, and because it would usually be possible to haul loaded cars in both directions.

Great lines of railway have shown their interest in practical and substantial ways, and most conspicuously by bearing the expense of sending good roads trains over their lines and maintaining them for several months at a time. With these trains will be found experts from the Office of Public Road Inquiries, officials of the National Good Roads Association and of the railways themselves. They carry an outfit of road-making machinery, which is sent for free use by manufacturing concerns which appreciate the gains of so good an opportunity to exhibit their wares. It has been suggested that cement-makers be invited to take part and show what they can do in making sample culverts and bridges. The train visits localities in succession, stopping at each for several days. The locality furnishes the material and feeds and lodges the workmen. A considerable fraction of a mile of object-lesson road usually results from the visit. At the same time a convention is commonly held, which has often been heralded by emphatic messages from the Governors of States, and is addressed by members of legislatures and of the National Congress, by road experts, local road officials, by teachers, farmers, and progressive men of many occupations. The National Good Roads Convention held in St. Louis in April, 1903, was addressed by Senators from Tennessee and South Carolina, by General Nelson A. Miles, and President Jesse of the University of Missouri, by Hon. Wm. J. Bryan, by the Governors of Texas and Iowa, and by the President of the United States. This meeting was not held in connection with the migration of a good roads train, but is fairly representative of the breadth and strong interest of many such conventions.

About four years ago the President of the National Good Roads Association asked the Illinois Central Railway to send out a train at a cost of \$40,000 to \$50,000. The president of the railway said: "That is a large amount to throw in the mud, but we will consider it." They considered it and they did it, and the result was a chain of road conventions and sample roads from Chicago to New Orleans, uniting in a great industrial and social enterprise the men of North and South. Trains have since been sent out by the Lake Shore, Great Northern, Southern, and other railways. The train of the Southern Railway system left Alexandria, Virginia, October 29, 1901, and was at work, the Christmas holidays excepted, until the following April. Nearly fifteen miles of road were built, in six States, and eighteen conventions were held, of which five were State conventions. When we observe that the Alabama conventions were held and sample roads built at Birming-

ham, Montgomery, and Mobile, while in Virginia the chosen points were Danville, Lynchburg, Charlottesville, and Richmond, we sufficiently show the influence likely to be exerted over the whole of these great States.

The possibility of employing convict labour has been a considerable factor in road development, especially in the Southern States. In those States, in the year 1900, 4,377 convicts were employed in building public highways. It is urged that during the same period 7,000 men were confined in county jails in that part of the Union who might better have been building highways for the use and advantage of citizens than living in idleness at a heavy cost to the public.

Professor Holmes, speaking for North Carolina, says that experience has been favourable to this system of convict employment, both in its efficiency and in respect of the health of the man. Certain inducements were offered, such as a reward or a shortening of terms, for those who were faithful. After trial of a year no attempts to escape had been made, and the prisoners had been kept at a less cost than when in ordinary confinement. Prisoners guilty of murder, rape, and arson were made an exception in the matter of road service, and were held behind prison walls.

The road law of Delaware, passed in 1893, provides for the purchase of a quarry where stone shall be broken for roads by convict labour. The general policy is opposed by the Prison Association of New York because of interference with free labour, danger of escapes, and the demoralization through much publicity both of the prisoners and the people at large. On the other hand, it is urged that able-bodied men are rewarded for crime by being supported in idleness and that factory labour in prisons is indeed hostile to free labour. The out-of-door exercise is good for the men, and the sight of them is claimed rather to be a deterrent from crime. It is urged that in the South the transfer from a system of contracts made with irresponsible and often cruel private parties to the humane care of public authorities would be a kindness to the convicted criminal. The middle ground is also taken that machinery will largely do away with hand labour in actual road-making; hence it is proposed to concentrate convicts at quarries, in the preparation of materials to be shipped by railways under permanent contracts, to the points where the material is needed. This would involve the erection of prison buildings at such locations of quarries.

Warden Grimes, of New Jersey, favours the use of convicts, and

thinks it will stop the labour agitation against prison manufactures. He also affirms that the condition of the men has improved under the system. In California, by a law of 1895, it was decided to employ convicts in public work which, on account of its cost, would not otherwise be undertaken. A rock-crushing plant was put in at Folsom, where the material for roads is good, and this material has been sold at prices of 25 to 30 cents per ton, and this at a profit to the State. The Southern Pacific Railway Company conceded low transportation, the rate being about three-fourths of a cent per mile. This plan has promoted road-building in Stockton, Marysville, Sacramento, and other towns. In South Carolina prison vans have been used, enabling prisoners to camp where the work is done, thus reducing the cost of maintenance.

Massachusetts was one of the first States to adopt the plan of State aid and to place its roads under the control of a highway commission, one of whose three members must be a competent engineer. State aid was voted in 1892, and the eleventh annual report, of date 1904, has now appeared. These reports are valuable records of methods and progress. The State has 17,000 miles of public roads. State highways 482 miles in extent were completed by the close of 1903. The gravel roads have been built at a cost of \$1,500 to \$2,000 per mile, and the macadam roads have cost \$8,000 per mile; 646 petitions for roads have been received, contemplating the location and building of 1,663 miles of highway. The State pays three-fourths, the counties one-fourth, and maintenance is by the State.

An important law, known as the "small town" act, was passed in 1900. Since that time 255 petitions have come from 101 towns. The work consists of cutting hills to good grades, filling, and draining. The greatest gain is in the fact that this work is planned and directed by experts, but is carried out by local road officials, who thus get a most important training. "After five years of trial it can be positively stated that there is a marked improvement of the country roads throughout the Commonwealth, and that this improvement is entirely due to the so-called small town act."

New York has for several years been among the more progressive States in the improvement of highways. Under the leadership of State Engineer Edward A. Bond, Mr. William Pierrepont White of Utica and others public sentiment has been widely aroused and the needed legislation has been secured. The larger amount of State aid has been granted under what is known as the

Higbie-Armstrong Law. It is proposed to build a system of main roads, amounting to ten per cent. of all the common roads in the State. The extent of this undertaking is seen when it is understood that there are 74,097 miles of earth roads in total. The Governors of the State took up the road interests in their messages in 1890 and following years, and in 1896 and 1897 the farmers gave the subject attention in institutes held in many counties. It is computed that good roads will save \$10,000,000 per year in the preliminary haul of produce. Under the Higbie-Armstrong Act the State pays one-half the cost of improvement, the county thirty-five per cent., and the town fifteen per cent. The Legislature of 1902 appropriated \$795,000, and the amount set apart for the current year (1904) rose to \$1,108,265. This item is under the Higbie-Armstrong Act, and further appropriations for road-work bring the total for 1904 to \$1,500,000. As a result nearly 500 miles of main road will have been finished by the close of this year, and the counties have provided their share for 767 miles more, which will be built as soon as State funds are available. A large convention of the supervisors of towns from most of the counties is annually held in Albany; and the sentiment of the people is thus organized and brought to bear on the legislative and the executive authorities. There is a strong movement to raise \$50,000,000 by bonding, that the benefits of the ten per cent. of trunk roads may not be lost to the present generation. It is urged with much force that this is as reasonable as to raise \$100,000,000 by this means for the Erie Canal when a large proportion of the farmers are in no way benefited by that waterway.

Under the old plan 2,000,000 days of labour were supposed to be expended on the roads each year, an outlay purporting to amount to \$3,000,000. There was little but mud and dust to show for this, and yet for many years these conditions aroused surprisingly little criticism. The law for the benefit of main roads has now been supplemented by the Fuller Law, by which the counties may adopt a money system and receive fifty per cent. of State aid for the improvement of the side-lines of road, thus giving the rural residents everywhere an equitable share of improvements. This in its results is somewhat like the small town act in Massachusetts, and 358 towns in New York have taken advantage of it during the year 1904. Hon. Martin Dodge, director of the office of Public Road Inquiries, affirmed in April, 1903, that in New York more permanent improvements in the highways had been made in two years under State-aid laws than had been made in two hundred

years before. The State Supervisors, also, are in favour of the system of county engineers, of the adoption of a wide-tire law, and of the enactment of the Brownlow Bill by the National Government.

The work is in an advanced state in New Jersey, where, in 1901, 1,000 miles of road had been built under the State-aid plan. The construction of stone roads began in 1891, and State aid was voted in 1893. It is said that 100 to 125 baskets of produce now make an ordinary load where before 25 baskets formed the average; and it is believed that the sum of \$27,000,000 has been added to agricultural values in the State.

There has been a great awakening in the South, as has been hinted in our notice of the good roads train of the Southern Railway. No State has been more active in these improvements than North Carolina. Mecklenburg County is one of the progressive centres of the work, and this single county had in 1901 one hundred miles of stone road, and five to ten miles of new road were being added each year. The interested reader is referred to a vivacious account of the road movement about Charlotte, in this county, in an address by Captain S. B. Alexander, found in Bulletin 24, Office of Public Road Inquiries.

Reference has been made to work in a few of the older States, but the reader is not to suppose that the new interest in roads is circumscribed or local. It is as nearly non-sectional, non-political, and universal as any movement in recent years. Pennsylvania has set apart \$6,500,000 to be expended upon her roads during the next six years. Illinois has appointed a good roads commission, with a view to amending the road laws. Alabama is among the more progressive Southern States in providing for special taxes and permitting the issue of bonds. The reader will find a review of recent road legislation in 26 States in the year-book of the Department of Agriculture for 1903 and in recent publications of the National Good Roads Association.

Few economic and social problems are so important as this, and in few is the way so fully open for solution in the immediate future. Nearly every region has suitable road materials, as at Mobile, where the people of the Southern Railway Good Roads Train built a sample road of oyster-shells covered with gravel. The Office of Public Road Inquiries often finds that materials are brought from a distance through ignorance of those which, as good or better, lie unused but near at hand.

The present waste is inexcusable in view of present experience.

The millions now sunk in mud-holes can swiftly, by new methods, be turned into profitable channels. Not every county pathmaster can receive an engineer's training, but the principal highways can be constructed by engineers, and the less-used feeders can receive oversight, as in Massachusetts and as contemplated by the county engineer system in New York. The technical requirements will be met and the money will be at hand when the majority of the rural people know a good road and demand its advantages. If the technical schools which we have cannot provide the necessary training, we may develop somewhere in this country a school similar to the French National School of Bridges and Highways.

Mr. D. R. Francis, of the Louisiana Purchase Exposition, recalls the time when the courts had to compel abutting property to pay paving assessments in cities; and he urges that to raise \$3,000,000 a year in Missouri would only require a tax of 25 cents on each \$100, which would probably add \$5 per acre to the land values of the State. The burden should fall, as it is falling, upon city and country alike, for every citizen harvests the blessings of improved highways.

With road-building will go a good measure of re-location in all regions of much relief, correcting, so far as possible, the mistakes of the pioneers. A recent survey has shown that a road can be carried up the rugged slopes of Grandfather Mountain in the Appalachians of North Carolina with a maximum grade of 5 per cent. The "hill tax" of Professor Holmes will be reduced as the farmer and tourist are lifted out of the slough and sent on their way rejoicing. Not much longer will the careless farmer or manufacturer be allowed to plough the roads, old or new, when a wide tire becomes a road-maker rather than a road-wrecker. It is no new idea; for the wide-tired wheel was urged by Albert Gallatin in the road-making days of long ago, and effective enactments are sure to follow the building of costly roads. If America be the most progressive nation in the world, her citizens will not much longer endure medieval discomforts when they go out to mingle with their fellows and market the fruits of their fields.

AN EXPEDITION TO TRIPOLI.

BY THE
VICOMTE DE MATHUISIEULX.

For thirty years past scientific and military expeditions have been multiplied in northern Africa, and investigations of all kinds have gone beyond the territories inhabited by the Arabs and the Berbers into the Sahara. In this way Egypt, Tunisia, Algeria, and even Morocco, have revealed their important secrets of ancient and modern geography; but the Turkish colony of Tripoli has remained unexplored because the Sublime Porte absolutely forbids its entrance to strangers.

This regrettable void moved me, three years ago, to overcome all the obstacles in the way of furnishing to science the first collection of data on this hidden region. Thanks to a happy concurrence of circumstances, I succeeded in making a methodical exploration of all Tripoli, properly so called, between the Tunisian frontier and the gulf of the Great Syrtis and the administrative boundaries of Fezzan.

I made my third journey last April. With a small party, a few soldiers for escort and a caravan of camels, I left the port of Tripoli to follow the shore to the eastward of that city as far as Khoms.

I already knew this Tripolitan shore, which I had travelled from Tunisia to the Great Syrtis. Its low dunes continue almost without a break, and extend under the sea with a slope so gradual that ships must keep far offshore in order to avoid the submarine shoals. There is no shelter for shipping except the road of Tripoli, and this road itself is so bad that even a slight storm makes entrance impossible. It is not unusual for the weekly steamers from France and Italy to pass the roadstead without disembarking passengers or merchandise. Quite lately the English Consul-General, returning from a leave of absence, found himself obliged to put to sea again for fifteen days, though he had come so near as to see the terrace of his residence.

The only two ports on this coast are Tripoli and Khoms, and the latter is frequented only by small English steamers, which load with *halfa* for the London paper mills. The new anchorage of Misrata,

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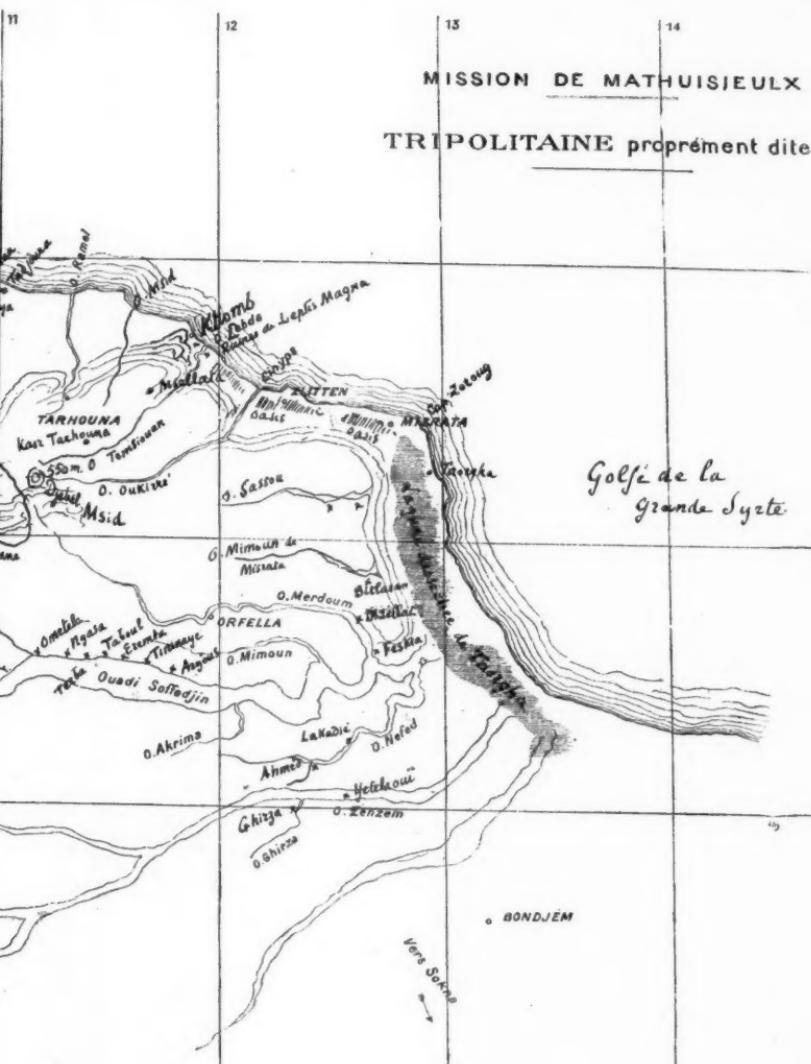
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THE LONGITUDES ARE FROM THE MERIDIAN OF PARIS



OF THE AUTHOR'S MAP.

DIAN OF PARIS, $2^{\circ} 20' 15''$ EAST OF GREENWICH.

at the eastern extremity of the *vilayet*, is only a stopping-place for the Italian Maritime Company, for the service of the town, situated two and a half miles from the sea. The seashore of Tripoli may be called a solitude. Formerly it was not so; we learn from Homer that the companions of Ulysses were hospitably received there by the celebrated lotos-eaters. Strabo relates that it was a resort for fishermen, who caught the fish on the fly or by running along the low beach as the tide went out. But other proofs of the ancient prosperity of these shores exist in great number in the remains of Punic and Roman cities. The three principal towns which gave the name of Tripolis to all this part of Africa were: Oea, on the site of the modern Tripoli; Sabratha, fifty miles to the west; and Leptis Magna, fifty miles to the east. A number of secondary ports were intermediate among these three emporia. It is probable that these ports were established by the Phœnicians of Sidon, for it was they who first visited this coast to trade with the tribes of the Fezzan; but we shall not be able to speak with certainty on this point until the Turkish Government withdraws its prohibition against excavations. At present we can only distinguish the superstructures, which all belong to the epoch of imperial Rome. Nevertheless, it may be affirmed that the Tripolitan emporia were of considerable importance. The remains of Oea are not to be seen, because the City of Tripoli covers them with its houses; but at Sabratha and Leptis there rise superb temples, stadia, and enormous amphitheatres, the whole surrounded with vast enclosures. At Gargareeh, near Tripoli, a tomb recently uncovered has made it clear to scholars that women were admitted into the sect of Mithra—a fact previously unknown. At many other points we find the towers used by the ancients as telegraphic stations, from which they transmitted news in a single night from Egypt to Morocco.

A line of dunes between fifteen and thirty feet in height follows the Tripolitan seashore almost continuously. Where these dunes are interrupted the sea invades the plain, or *Djeffara*, which is lower than the sea-level. In this way there are formed *Sebkhas*, or natural salt marshes, like those of Brega, of Tader, and Macta, at the western extremity, and that of Melaa, east of Tripoli.

Two or three miles behind this line of dunes runs a succession of maritime oases, frequently interrupted. These oases are rich in palm trees, but their very narrow breadth forms hardly a thousandth part of the desert, sandy plain which extends between the sea and the high interior plateau, over a mean breadth of sixty miles. The oasis of Zouara, formerly celebrated for the excel-

lence of its water and the perfidy of its inhabitants, who were dreaded by the Venetian mariners, is now no more than a grove, which shelters the Turkish garrison at the Tunisian frontier. Abou-Adjlat is the largest of these garden spots west of Tripoli. Then come Sabua, Zavia, Djedjaim, Mayat, Sayat, and Zenzour, reduced now to the mere local supply, but in ancient times frequented by the rich Romans, who there built sumptuous villas. The name of Meschya is given to the immense palm forest which surrounds Tripoli "like a collar of emeralds," and reaches as far as Tadjoura. From Tadjoura to Khoms the gardens disappear, to begin again in the neighbourhood of Lebda (Leptis Magna), and continue without interruption as far as Cape Zoroug, under the names of Zlitten and Misrata. The Arabs of Zlitten enjoy such a bad reputation that their co-religionists hardly dare to cross their territory; and, unlike all the other centres of the *vilayet*, no Jews are to be found in this—it is said, because the Zlittians have killed them all. On the other hand, the natives of Misrata are affable and friendly toward other tribes, and no one can explain the reason of this difference of character between men of the same race and civilization.

At a single point of the coast the hills rise above the sea; this is in the environs of Khoms, where the little plateau of Tarhouna throws out a spur, channelled by the ancient waters.

Geographers have erred in tracing water-courses in the plain, or *Djeffara*, and flowing into the sea. In the western part no one of the streams of the interior plateau goes beyond the foot of the great cliff, where they spread out on the sand and create a zone for the culture of grain. It is only in the eastern part of the country, where the plain is narrowed by the terrace of Tarhouna, that some *wadys* contribute in an intermittent way their thread of water to the Mediterranean; such are the Ramel, the Msid, the Lebda, the Cinyps.

In my two previous journeys I had explored all the *Djeffara* and the interior plateau. I had yet to study the terrace of Tarhouna, and find in what way it was connected with the high central land. From Khoms I took the route towards Gariana *via* Msellata. The Tarhounian plateau, which is intermediate between the coast and the Djebel, 2,000 feet high, measures, on the average, only 1,000 feet. It descends from the southwest to the northeast in such a way that where it joins the Djebel it is more than 1,300 feet high, while the last hills on the sea measure hardly three hundred. From this conformation it results that the *wadys* Temsiouan and

Oukirre, which we identified with the mouths of the Lebda and the Cynips, are perfectly dry and without banks, like ribbons of verdure; while the wady Ramel and the Msid, cutting an abnormal ravine for themselves, have ploughed the soil very deep.

The Tarhouna is continued by calcareous rocks, like all the other Tripolitan elevated land; but there is a very great number of basaltic columns, which pierce the generally level surface with bristling cones. In the vertical sections of the wadys are frequently found basaltic pillars, their black line marking itself on the white surfaces like so many sheaves, spreading widely open at the upper part. I remarked that the projecting rocks assumed the pointed form wherever they were due to the basaltic flow, while their summits were harmoniously rounded when they resulted from erosion.

The Tarhouna was densely peopled in antiquity. The innumerable vestiges of Roman settlements show that the ancients cultivated the olive to a great extent. We found everywhere the remains of curious oil presses, which Barth believed to be altars for human sacrifice. Every settlement possessed several of these *torcularis*, which, strangely enough, are the only monuments left standing among the ruins of dwellings, though their elevated shape should seem to have marked them for destruction.

To-day the Tarhouna is almost a desert. Apart from the grain fields of Msellata, of the Kasr Tarhouna, and a few other localities, we meet no sign of life but a few wandering Arabs. For a few years past these shepherds have taken up a new industry; they gather the natural yield of the halfa and take it to the seashore, where it is exported for the paper factory. They overload their camels with twice the ordinary burden of three hundred pounds.

How does it happen that the olive trees, once so abundant, as attested by the remains of the presses, have all disappeared? I think this must be laid to the charge of the Arab invasion, which destroyed or neglected the trees, the Arabs devoting themselves only to the raising of sheep.

In the very centre of the plateau of Tarhouna I had the good fortune to discover a Neo-Punic inscription, the only one which possesses a precise date, and consequently an historical document of great value.

The highest point of the plateau is the Msid, which rises to 1,800 feet. From the summit we embrace all the region bounded by the Djebels, Djemma, Magra, Chaiet, and Hammam on the east; while on the west opens, like a great cleft, the valley of wady Rhane,

marking the separation from the great central plateau. Beyond the wady Rhane, in fact, we come to the high lands or T'ahar. Up to the present time these high lands were regarded as mountains, but they really form a plateau, with a mean altitude of 2,000 feet in the northern part, and sinking gradually towards the stony Sahara, or Hammada. The mistake was natural; the plateau ends abruptly on the north, where it plunges down on the Djeffara by a cliff, which runs through the whole width of the vilayet parallel to the sea. The Djeffara plain, which rises from the sea perceptibly towards the south, has an elevation of 1,000 feet at the point where it joins the foot of the great cliff. The immense front or northern trench of the plateau (a vertical wall of 1,000 feet) is remarkable for the horizontal lines which stripe it like the lines on a sheet of music paper. These lines are the vertical section of the alternate superimposed strata of gypsum and limestone.

This rampart has not remained solid in every part. It has been broken down at various points by the waters after they have cut into the edge of the plateau along a zone of eight or nine miles. This zone forms a picturesque tangle of deep ravines and gorges, of pillars and needles, and overhanging masses of rock.

It is not in any way surprising that my predecessors of long ago, hastening their march towards Lake Chad or the Niger, imagined they beheld a chain of mountains in the rugged edges of the plateau, which seems to one approaching from the Djeffara like a range of the Himalaya. The natives themselves speak of Djebel Gariana, between the wady Rhane and the great gap of Kikla; Djebel Yffren and Djebel Nefousa, west of that depression.

The population here is no longer Arab; it is composed of Berbers of the purest type. In the Gariana and in certain districts of the Nefousa, as at Nalout, these mountaineers live like troglodytes, in subterranean abodes identical with those described by Herodotus. On the front of the *massif* the excavations are cut in the vertical walls of the gorges; on the plateau they are opened at the bottoms of great square wells, dug in the horizontal surface. In these latter, which are so many deep precipices open to the sky, the approach is by a narrow, winding passage, of which the upper entrance is concealed by plants and shrubs at a little distance from the edge of the well. The path is not wide enough for two men abreast, and the slope is so steep that one descends faster than he wishes. Notwithstanding the narrowness of the path, the animals, including even the camels, find their way to the underground stables.

In some localities these cave-houses are the only habitations to

be met with, and it is easy to understand that in a land swept by continual high winds, with torrid heat by day and very cold nights, the natives prefer a shelter with an even temperature and proof against the violence of the wind.

At Zentan the troglodyte population is largely Jewish. These people claim descent from Israelites who emigrated to this spot immediately after the return from the Babylonian Captivity; but there is no historical evidence for the assertion, and it is a fact that for centuries the Zentan Jews have held no communication with those of Tripoli.

The Berbers of the Djebels, easily distinguished from the Arabs by their square heads and their more powerful forms, are still more unlike the Arabs in character and manners.

The Arab wave beat in vain against the boundary of the plateau, which has been truly defined by a geographer as the real continental shore of this part of Africa. The Berbers successfully repelled the conquerors, and it was only after sanguinary wars that the Turks overcame these mountaineers armed with flint muskets.

The Berbers have never admitted a marriage with the Arabs. Frank and brave, they preserve their love of independence and the hope of one day regaining it from the Turks; and the Porte, well aware of this disposition, keeps a strict watch upon them. When they gather about their fires in the night they recount the exploits of their ancestors and sing patriotic songs. Their dwellings are so many eagles' nests in the gorges and on the isolated peaks. At Nalout, at Mamout, at Kabao, the villages are perched on the sides of rocks overhanging deep clefts. These rocks terminate in fantastic battlements cut in the mountain without any masonwork. The interior passages of these aerial citadels are so narrow and deep that the rays of the sun never reach the bottom. The walls look like pigeon-houses, pierced as they are at regular intervals with holes, the openings of the store-rooms in which each family keeps its provisions, as in a time of invasion.

These Nefousan Berbers are Mussulmans of a special sect, closely affiliated to those of the M'zab of Algeria, the head of which resides, it is said, in Arabia, in Oman. It seems certain that the Nefousans formerly belonged to the Christian communion, to judge from the numerous traces of Byzantine convents and the details of some of their legends.

Industrious and hard-working, the Berbers cultivate the northern border of the plateau, the only inhabited and habitable part of this region. The smallest bit of ground in the ravines is turned

to account for the production of barley, by an ingenious system of sustaining walls. Behind all these ravines, where the valleys melt into the broad surface, the olive plantations are in full vigour, as at Djado, at Zentan, and at Yffren. The irrigating methods here employed might be taken for those of our own engineers. Djado has been and still is the great religious and intellectual centre of the Nefousa.

Yffren (called the Castle of the Mountain) was the military centre, but the Berber stronghold was destroyed by the Turks when they succeeded in putting down the last revolt of the celebrated Rouma in 1850.

In general, the chief towns of districts—Gariana, Kikla, Yffren, Djado, Zentan, Nalout—are built on the great gaps through which the caravans pass to climb the plateau. The mountaineers held these places to defend the approaches to their homes; the Turks have fortified them, in their turn, to keep control of their unruly subjects.

From Gariana I made my way to Mizda, on the wady Soffedjin, in order to follow up to its source this great transverse gorge of Tripoli, which, in a previous journey, I had descended to the sea; so that I have traversed the whole interior plateau known as T'ahar.

This plateau, as I have said, slopes gently towards the south, and merges without any transition into the Hammada, which is at the same elevation as the point where the Djeffara joins the great northern cliff. The northern slope is consequently very rapid, since it consists only of the narrow, indented zone already mentioned. It was on the crest of this zone that the Romans constructed the series of stations along the plateau, their *Limes Tripolitanus*. The ruins of Tramzin, of Slamat, of Zentan, of Yffren, and Djendouba are the vestiges of the *Limes* which I have been able to identify. These stations served at the same time as quarters for the garrisons and as a protection to the colonists, and they extended from Talapé (Gabes) to Leptis Magna (Lebda).

Besides its descent towards the south, the plateau inclines to the east, and the *wadys* follow this direction and terminate in the Great Syrtis. The principal wady is the Soffedjin, which crosses solitudes visited only by a few wandering Arabs, the Berbers not being met with again till Rhadames is reached.

The name of the Soffedjin seems to be derived from the snakes which abound in it (*Soff ed Djinn*, Valley of Devils).

Above Mizda there are but few traces of Roman occupation, only here and there a post on the line of routes to the interior, as

at Djendouba, Skiffa, Ragda, Ouamès, and Oglia. At present all this region is infested by the Touareg, who have been driven out from the French Sahara; and it is a wonder that we passed through their encampments without harm.

Mizda, which appears, from its prominence on the maps, to be a great centre, is, in fact, a miserable hamlet, in which a few fanatical Senoussi make a bare subsistence from their two hundred palm-trees. The two tribes inhabiting this hermitage were formerly engaged in constant wars with each other, and the two parts of the town bristle with rude forts, in which the combatants took shelter when defeated. Peace has prevailed since the Turks established a permanent garrison.

Beyond Mizda the Soffedjin and its affluents, and the other tributaries of the Great Syrtis (all of them dry beds, except when a storm pours down for a few hours), are bordered with remains of forts and fortified farms and tombs, in very great numbers. The colonization was so thorough up to the lagoon of Taourgha (now entirely dry) that the establishments almost touched each other.

It is in this region that the encampments are most numerous, and here the Arabs cultivate their fields of barley along narrow strips of land over a surface sometimes six or eight miles in breadth. Tangible evidences of the ancient density exist at Ometela, Ngassa, Terba, Teboul, Eremta, Tinanaye, Argous, and Otfela, on the Sofedjin; at Ghirza and Yetelaoui, on the Zemzem; at Ahmed and Lakadié, on the Nefd; at Feskia and Msellat, on the Merdoum; at Bitlasan, on the Mimoum; and at other ruins on the Sassou.

In our day, therefore, as in antiquity, it is in the eastern part of Tripoli, between the Great Syrtis and the line from Gariana to Mizda, that man has tried to live on the products of the soil, by cultivating the beds of the wadys, numerous enough and broad enough to make altogether a considerable surface.

Besides these gardens in corridors there have never been more than two other zones of cultivation: the narrow line of maritime oases, with their palm trees, and the northern border of the interior plateau, with its olives. But no comparison can be made between the Roman colonization and the meagre Arab encampments which have taken its place.

The country has been ruined from top to bottom. This is probably the result of several causes simultaneously at work, as in other regions of northern Africa. I do not believe that the meteorological conditions have changed since the time of the Romans.

The Latin texts and the monuments seem, on the contrary, to

establish the fact that, so far as the atmosphere and the soil are concerned, everything remains as it was in antiquity. The present condition is due to the idleness of the Arabs and their destruction of the growths. They have allowed the innumerable wells to become choked and the vegetation to perish. In a country so little favoured by nature the first requisite is a diligent and hard-working population. The Romans took several centuries to make the land productive by damming the ravines and sinking wells in the *wady* beds. Except in some terribly stony deserts, the soil is excellent, and very fertile when supplied with water, but it receives none now that the wells are abandoned.

To recapitulate, the structure of Tripoli is simple: a stretch of seashore, then a great interior plateau, ending abruptly on the Djeffara and declining gradually to the south and the east. From the plateau a terrace, called Tarhouna, projects towards the sea. The distribution of the population is equally simple: the low lands are held by the Arabs, sedentary in the oases near the sea and nomadic everywhere else; and the indented zone of the plateau, called Djebel Gariana and Djebel Nefousa, is inhabited by Berbers of unmixed race.

Very different ideas with regard to the geography of this country existed before our expedition, and to have set the facts in a true light is sufficient reward for our efforts.

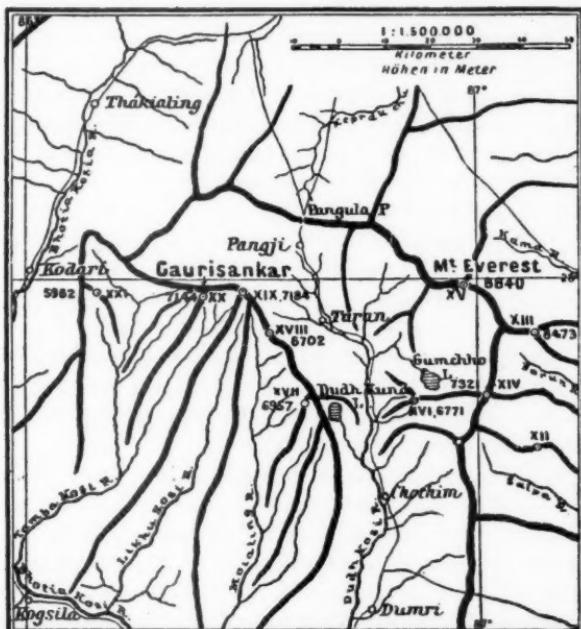
GAURISANKAR IS NOT MOUNT EVEREST.

In the fall of 1903 Captain H. Wood, R.E., of the Indian Survey, was sent to Nepal by Lord Curzon to ascertain whether the peak known to the Nepalese as Gaurisankar was identical or not with the peak known to us as Mount Everest. An experienced surveyor, and equipped with the best instruments and with full permission to use them, the results he obtained are of no small interest, for they end a controversy extending over nearly a half century concerning the name of the highest mountain in the world. These results of Captain Wood's visit are given in his "Report on the Identification and Nomenclature of Himalayan Peaks," recently published in Calcutta. An article based on this report is printed in *Nature* (No. 1828), from which the following facts are taken.

The chief result of Wood's visit to Kaulia, Nepal, was that he

found that Gaurisankar and Everest are different peaks, thirty-six miles apart, and that Everest, from that point of view, far from being conspicuous, is almost concealed by intervening ranges. He discovered that an imposing peak of the snowy range—a peak long known in the records of the survey as Peak XX, height 23,440 feet—is the famous Gaurisankar of the Nepalese.

This discovery proves the mistake of Schlagintweit when he asserted that Everest and Gaurisankar were one and the same mountain, and that the culminating point of the earth should be



called Mount Gaurisankar—a contention that for decades has been strongly maintained by many geographers of continental Europe.

It will be remembered that about 1852 the chief computer of the Survey Office at Calcutta informed Sir Andrew Waugh, Surveyor-General of India, that a peak designated as XV had been found to be higher than any other hitherto measured in the world. This peak had been observed from six different stations, and on no occasion had the observer suspected that he was viewing through his telescope the highest point of the earth. The mean of the six values of height obtained for Mount Everest was 29,002.3 feet.

Sir Andrew Waugh had always adhered to the rule of assigning to every geographical object its true local or native name; but here was a mountain, the highest in the world, without any local or native name that he was able to discover. He determined, therefore, to name the great snow peak after Sir George Everest, his former chief, the celebrated Indian geodesist. The name of Mount Everest has since become a household word, and no objection to it has ever been raised by natives of the country.

When Sir Andrew Waugh announced that the peak was to be named Everest, Mr. Hodgson, who had been the political officer in Nepal for many years, intimated that Sir Andrew had been mistaken, and that the mountain had a local name—viz., Devadhunga. It is now known beyond dispute that Hodgson made two mistakes. All subsequent information goes to show that there is no peak in Nepal called Devadhunga. It is believed that the name is a mythological term for the whole snowy range, and that the mountain Hodgson saw was not Everest.

In 1855 the German explorer Hermann von Schlagintweit visited a hill in Nepal named Kaulia, near Katmandu, and from it took observations of the snow peaks. He saw the mountain called Devadhunga by Hodgson, and wrongly identified it as Mount Everest. He, however, repudiated Hodgson's name of Devadhunga, and certified that the local native name for the peak was Gaurisankar. This was true, and Schlagintweit's mistake was that he supposed this mountain to be Everest.

Continental geographers, accepting Schlagintweit's views, have continued to this day to call the highest mountain in the world Gaurisankar. The Indian Survey authorities, however, were unable to reconcile Schlagintweit's views with their own, and declined to follow him.

The supposed identity of Everest and Gaurisankar rested only on Schlagintweit's evidence. It is true that successive British residents at Katmandu, the capital of Nepal, continued to regard Gaurisankar as Everest, but their ideas were based on the Schlagintweit tradition. It was left to Captain Wood to clear up the mystery. The accompanying sketch map, showing the relative positions of Mounts Everest and Gaurisankar, is from *Petermanns Mitteilungen* for November, 1904.

THE TRANS-ANDEAN ROUTE IN PERU.

The Government of Peru has a Handbook, first issued in 1903, which it publishes in Spanish, Italian, and French, for the use of investors and immigrants. The book has been augmented and translated into English by F. A. Pezet, Secretary of the Peruvian Legation at Washington. Copies are supplied to those desiring them.

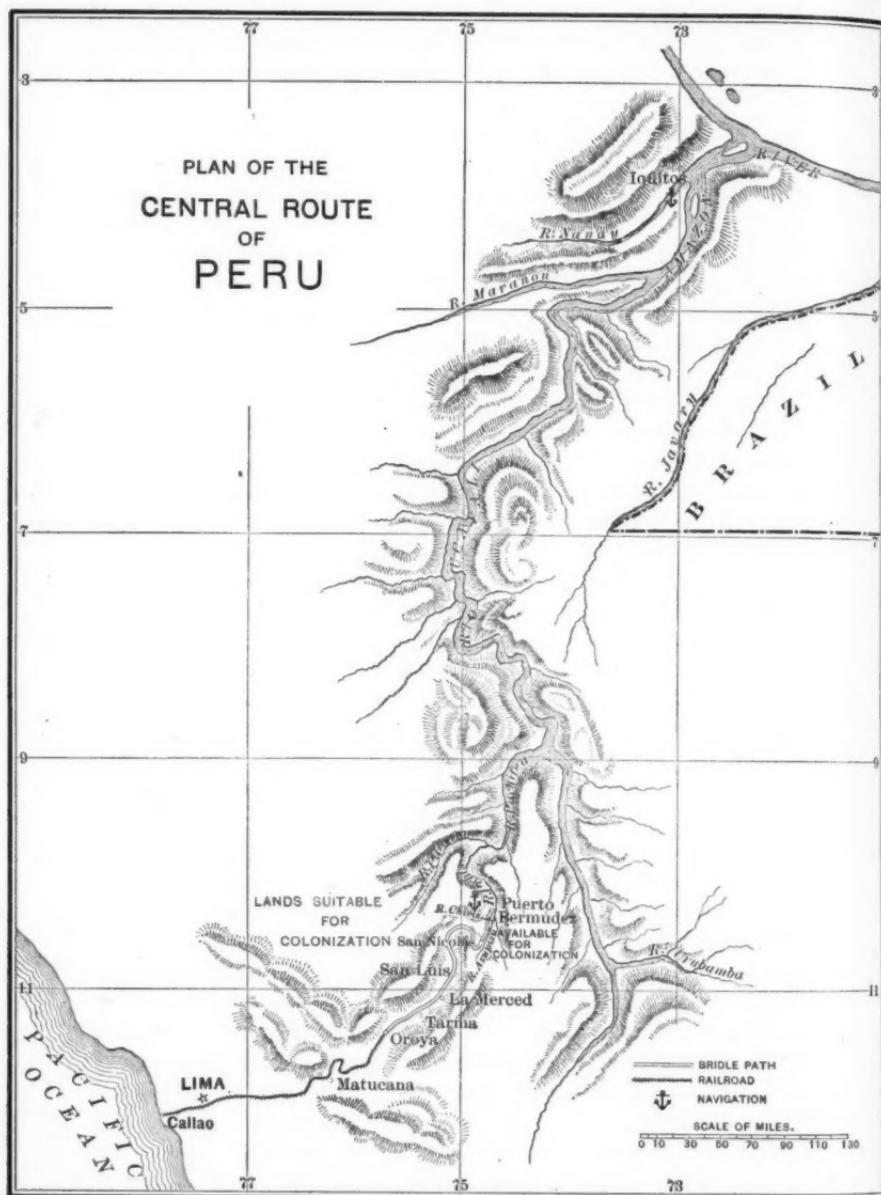
The rich valleys of the Peruvian coast, from which the greater part of the agricultural wealth of the country is now obtained, are, from north to south: Tumbes, La Chira and Piura, Lambayeque and Pacasmayo, Trujillo, Chicama, Santa, Huacho, Chancay, Lima, Cafete, Chincha, Pisco and Ica, Nazca, Camaná, Mages, Tambo, Arequipa, Moquegua, Locumba, and Tacna. All of these, and more especially Lambayeque, Chicama, Cañete, Ica, and Moquegua, offer a vast and fertile area suitable for immigration; and it has been calculated that, by increasing the agriculture and rural population, the productiveness of these valleys could be increased to eight or ten fold their present yield.

But there is another region that is believed to offer still greater advantages to immigration. This is the region crossed by the transportation route between San Luis and Iquitos, on the Atlantic slope.

Peru has completed at great expense what it calls "The Central Route of Peru," which, it is claimed, solves the problem of rapid, direct, and easy communication between the Pacific and Atlantic Oceans, and forms an outlet to both seas for the products of the three distinct zones into which the country is divided—the coast in the west, the Sierra (mountain) highlands in the centre, and the Montaña (forest) region in the east.

The accompanying map shows both this route, which completes a transcontinental route between Callao and the mouth of the Amazon, and also the situation of the land suitable for cultivation which the Peruvian Government is offering for sale to immigrants on the Atlantic slope along the route. The map is reproduced from the *Handbook*.

The Central Route includes the railroad between Callao and Oroya, a journey that occupies a day. Oroya is the terminus of the Central Railroad, and between this point and Puerto Bermudez the Government has built an excellent bridle-path. This was a



somewhat costly undertaking; for many bridges were required, and it was no easy matter to make the path perfectly safe and convenient throughout the drop from the high plateau to the river.

On this path is Tarma, a prosperous little city of over 8,000 inhabitants, very healthful, with good schools and many resources. A journey of ten or twelve hours down the path takes the traveller into the fertile Chanchamayo valley, of which La Merced is the commercial centre. Here the forest region may be said to begin. The valley stands about 3,285 feet above sea-level, and has a healthful climate. La Merced, though small, is a flourishing town. Puerto Bermudez, where the bridle-path ends, is only 273 miles from the Pacific Ocean at Callao and 136 miles from the railroad terminus at Oroya. The difference of elevation between Puerto Bermudez and Oroya is 11,466 feet, and this part of the transcontinental route thus involves the hardest travel.

The journey from Puerto Bermudez to Iquitos by the Rivers Pichis, Pachitea, and Ucayali is about 1,000 miles, which is covered in six days by the steam launches of Peru on the down trip and in from ten to twelve days on the up journey. Iquitos is in regular connection by steamship with Europe. At several points along the land route the Peruvian Government has established inns, where the wayfarer may find fairly comfortable quarters and abundant food supplies. The inns are at intervals covered by the daily journeys.

The areas marked on the map as adapted for cultivation are regarded as offering particular attraction to immigration. The natural products of the region, such as rubber, gums, resins, timber, medicinal plants, and dyewoods, offer fine opportunities, besides the cultivated crops, such as cacao, coffee, sugar-cane, and other products suited to the climate.

TOPOGRAPHIC SURVEYS IN WESTERN UNITED STATES.

In the last issue a brief résumé was given of the results of the topographic work of the Eastern Division of Topography of the U. S. Geological Survey during the season of 1904. The Western Division, which operates in the arid regions, being particularly those west of the great plains, also had an active season in 1904, and mapped a considerable area. A notable fact in connection

with the recent work of the topographic mapping in the Far West is the increased demand for more detailed maps and the increasingly larger areas being mapped on scales of 1 mile to 1 inch or larger. Until about ten years ago maps made on scales of 4 miles to 1 inch and with contours of interval of 200 feet seemed ample to meet all the requirements of the geologists and engineers. Then work on the more detailed scale of 2 miles to 1 inch, with contours of interval of 50 or 100 feet, came into demand. Practically all of the geological exploratory work for the United States has now been done. The locations of the larger areas of valuable economic minerals are known in a general way. The field examinations of the geologists are, therefore, becoming restricted to more detailed examinations of these fields, with a view to their thorough development. This calls for more detailed topographic base-maps. In like manner, the exploratory examinations of the engineers of the Reclamation Surveys are practically concluded, and the detailed studies of water resources and facilities for water storage and diversion must now be attempted. These problems likewise call for detailed topographic maps.

The result of the working of these various forces is seen in the large area mapped during the past season in Butte County, South Dakota, where about 250 square miles were surveyed on a scale of 1,000 feet to 1 inch, with a view to the completion of the study for the Belle Fourche irrigation project.

In Montana a large area in Chouteau and Valley counties was surveyed with considerable detail, in order to furnish data for the Milk River reclamation project. This includes maps on the scale of 1 to 24,000, or 2,000 feet to 1 inch, in the neighbourhood of Hinsdale, Box Elder, and Lonesome, including Lonesome Lake reservoir and dam site; also a stretch of country about 200 miles in length between Hinsdale and Glasgow, Montana. These detailed maps are most interesting, and furnish an excellent study of the topographic forms in the northwestern portion of the United States. In the same general region in Montana surveys of a larger area on the smaller scale of 1 mile to the inch were made about Kremlin, Big Sandy, and Laredo. In Flathead County, Montana, 1,000 square miles were mapped in the neighbourhood of Kintla Lakes on the scale of 2 miles to 1 inch.

In Texas an area of 1,000 square miles was mapped in the neighbourhood of Van Horn, El Paso County, on a scale of 2 miles to 1 inch. In Colorado an area of equal size was mapped on the same scale in the neighbourhood of San Cristobal, in Hinsdale

and Mineral counties. All of the foregoing work was preceded by expansion of primary triangulation to furnish geodetic control, and careful spirit-levels were run everywhere to determine elevations above sea-level. In the neighbourhood of Black Hawk, in Jefferson, Boulder, and Gilpin counties, Colorado, an area of about 250 square miles was mapped on a scale of 1 mile to the inch. Detailed surveys on the large scale of 1,000 feet to 1 inch were made in the neighbourhoods of Idaho Springs, Silver Plume, and Central City, Colorado, in Clear Creek, Gilpin, and Teller counties.

In Washington about 1,000 square miles were mapped about Mt. Adams, in Yakima and Klickitat counties. This is a most interesting region, because Mt. Adams is one of the highest in the northwest. About 500 square miles, on the scale of 2 miles to 1 inch, were also mapped in Whitman County, Washington. In Utah the region about Gilbert Peak, in Summit and Wasatch counties, was mapped on a scale of 2 miles to 1 inch. There was also done a considerable amount of levelling and triangulation and some preliminary mapping in the neighbourhood of Frisco, Utah, in Beaver and Millard counties, on a scale of 1 mile to 1 inch. In the neighbourhood of Telocaset, Oregon, an area of 1,000 square miles was mapped on a scale of 2 miles to 1 inch in Union and Wallowa counties. Also, in the neighbourhood of Grant's Pass a smaller area was partially mapped on the same scale in portions of Jackson and Josephine counties.

In California a large amount of work was done, including maps on the scale of 1 mile to 1 inch, in the neighbourhood of Bakersfield, in Kern county, and of Pleasanton, in Alameda and Contra Costa counties. On the more detailed scale of 2,000 feet to the inch an area about Iron Mountain, in Shasta county, was mapped. In Kern county, with a view to more careful study of great oil development, three areas were mapped on the large scale of 1,000 feet to the inch, in the neighbourhood of Oil Center. In the Sacramento Valley, between Tehama and Sacramento, eight sheets were mapped on a scale of 2 inches to 1 mile, in Glen, Tehama, and Colusa counties. This work will furnish data upon which engineers will make a careful study of the drainage problems in the Tule flats of California.

In the neighbourhood of Kerwin, Wyoming, in Big Horn county, about 1,000 square miles were mapped on a scale of 2 miles to 1 inch, and about half that area was mapped on the same scale in the neighbourhood of Medicine Bow, in Albany and Carbon counties. In Arizona a line of precise levels was extended from Williams to

the Needles along the Lower Colorado River, and considerable topographic mapping is now in progress in various portions of Arizona, but is as yet uncompleted. Topographic parties will also be actively at work all winter in Texas and in southern California

During the season considerable triangulation was extended in the High Sierras in the vicinity of Mt. Whitney, the highest peak in California. Boundary surveys, to mark the outlines of forest reserves, were completed in various portions of the West, considerable work being done about the Pocatello Forest Reserve, in Idaho, and upon the boundaries of Aquarius, Logan, and Payson Forest Reserves, in Utah. In the State of Montana a portion of the boundaries of the Lewis and Clark Forest Reserve was surveyed.

W.

THE GEOGRAPHICAL RECORD.

AMERICA.

INFLUENCE OF CANALS IN OHIO.—The story of the construction of the Ohio canals is well told by George W. Dial (*Ohio Arch. and Hist. Quart.*, Oct., 1904). He says that as the Erie and Champlain canals made New York the Empire State, and as the Pennsylvania canals made Pennsylvania the second State, in the Union, so the Ohio canals made it the third State in importance. In 1829 merchandise was carried from New York City to Dayton, Ohio, by an all-water route of 1,100 miles in twenty days at a cost of \$17.25 per ton. The route followed the Erie Canal to Buffalo, the lake to Cleveland, the Ohio Canal to Portsmouth, the Ohio River to Cincinnati, and the Miami Canal to Dayton. The canal counties immediately took the lead in industrial and agricultural growth—a lead they have never lost, as to-day only thirty out of the eighty-eight counties contain 52 per cent. of the State's population. To provide for a sufficient supply of water at all times, the State began the construction of immense reservoirs. The Mercer County reservoir, containing 18,000 acres, is said to be the largest artificial lake in the world. The canal system cost the State over \$14,000,000, and for a quarter of a century the canals were the most comfortable and convenient means of transportation and travel. Hundreds of sixty and eighty ton freight boats plied up and down between all points; while regular passenger packets, accommodating from forty to sixty travellers, connected with all stage and steamboat lines.

FOREST-PLANTING IN WESTERN KANSAS.—Under the title *Forest Planting in Western Kansas*, by R. S. Kellogg, the Bureau of Forestry has issued Bulletin No. 52 (1904), in which the results of investigations to determine the kinds of forest trees best adapted to western Kansas and the methods of treatment which have proved most successful are set forth. That natural forests are absent on the Great Plains is a well-known fact; but it is also coming to be equally well known that, with intelligent selection of species and proper care, planted trees may, to a considerable extent, supply the deficiency. In time this planting will be sufficient to have a marked effect upon the landscape, and to supply wood for domestic purposes. That forest-planting is problematical as to its effect upon precipitation is generally known, but that it does conserve moisture and check wind-movement is undoubtedly true. By a careful selection of species suited to the special conditions in which the planting is to occur, and by intelligent cultivation, much may be done even in regions as unfavourable, apparently, as western Kansas. The work of the Bureau of Forestry, as is again evidenced by this Bulletin, is being done along much-needed lines, and the next generation will see a very different condition of things as regards tree-growth over the Great Plains than that which is now passing away.

R. DEC. W.

AGRICULTURE IN THE COPPER RIVER COUNTRY.—Major Abercrombie, U. S. A., has read a paper before the Franklin Institute, Philadelphia, in which he expresses a high opinion of the agricultural possibilities of parts of the Copper River country along the line of the military railroad across Alaska, the building of which he superintended in the years 1898-1901. In that period the entire valley, embracing the main and sub drainage of the Copper River, had become well known. A road and bridges had been built between Valdez and Eagle City on the Yukon, roadhouses had been put up, and prospectors had taken \$185,000 of placer gold out of the ground and discovered the copper-bearing ores which add so largely to the natural wealth of that region.

Pioneer horsemen went over this trail in 1898 with hay and grain for their horses. The following year spears of timothy and grain were found along this trail, and there was a volunteer crop in 1900. Major Abercrombie thinks this is conclusive evidence that, when acclimated, grain and grass will mature and bring forth abundant crops. It has been proved in a small experimental garden that potatoes, turnips, beets, peas, lettuce, and radishes

will grow abundantly when the proper soil, exposure, and drainage are obtained.

Major Abercrombie says there will be a demand for such supplies. The Chesna mining district, 250 miles inland from Valdes, will probably produce millions of dollars of gold dust within the next few years. Hay and grain at Valdes are worth, on an average, \$40 a ton. These supplies cannot be transported into the Copper River valley to the Tonsena River for less than twenty-five cents a pound. Excellent opportunities, therefore, now await the small farmer who selects his homestead judiciously along the Trans-Alaskan military road with a view to erecting a bunk-house and barn for the accommodation of man and beast and for the cultivation of forage and vegetables. Major Abercrombie believes that the valleys of the Copper River affluents will also in future years supply the demand for cereals and vegetables, if not meat, of the thousands of miners who will extract the vast deposits of metal in the Chettyna, Kutsena, and other districts. He eliminates the Coast Range region as a source of supply of forage, because, owing to the heavy fall of snow, the spring is generally a month later than in the Copper River valley.

PLANTS AT HIGH ALTITUDES IN BOLIVIA.—In a paper read before the British Association on August 22d last, Mr. A. W. Hill gave an account of "A Journey around Lake Titicaca," in which the characteristics of the vegetation found up to 16,500 feet above sea-level were described. The majority of the plants show a striking uniformity as regards their vegetative habit, and usually grow in rosettes or mounds. They have long tap roots, which enable them to absorb water from the soil at a considerable distance below the surface, and their leaves are usually linear, and often hairy. These peculiarities are induced by the climatic conditions, since the plants have to endure a burning sun during the day, followed by a frost at night, with cold, biting winds. There is often a range of temperature of 70° in a few hours.

R. DEC. W.

AFRICA.

KILIMANJARO AGAIN ASCENDED.—The Kibo summit of Mount Kilimanjaro, probably the highest point in Africa, was ascended in the last days of July and the first of August, this year, by three members of the East African Expedition, led by Prof. Dr. C. Uhlig. A letter from Prof. Uhlig to the Berlin Geographical Society (*Zeitschrift*, No. 7, 1904) says that the rainfall in that region has been

uncommonly heavy this year. The great mountain, above 5,500 feet, has most of the time been completely hidden by heavy fog and clouds—a condition that was most unfavourable for climbing. Several glimpses, however, were obtained of the Kibo summit; and as no traces of new snow could be seen, it was surmised that the weather conditions in the higher altitudes had been more favourable. The ascent was more than usually difficult up to 11,000 feet, on account of fog and the water-soaked soil. Above that altitude, however, there was no evidence that there had been heavy precipitation for several months.

At a height of 15,416 feet the party reached the cave at the east foot of Kibo. The surrounding region was much drier than when Uhlig visited it three years earlier, and the snow limit was considerably higher. On August 2 the party ascended through the Johannes Notch to the crater wall of Kibo. The ice-masses in the crater were much smaller than formerly. It was evident that the unusually heavy precipitation at the lower altitudes had not been accompanied by accumulations of snow in the crater. The party spent three hours clambering about the summit, sinking at every step to their knees in the powdered ice and glacier snow.

SLEEPING SICKNESS IN THE CONGO BASIN.—A Reuter dispatch says that the expedition sent to the Congo by the Liverpool School of Tropical Medicine has forwarded a long report on its experiences. The expedition left Leopoldville on June 23, and reached Stanley Falls on Sept. 15. It was able to make fairly complete observations on the spread and distribution of sleeping sickness along the Congo from Stanley Pool to Stanley Falls—a distance of nearly 1,000 miles. The disease is a terrible scourge, especially among the tribes along the river and its tributaries. Its spread has been much assisted by the practice of taking large bodies of natives, soldiers, and labourers from one part of the Free State to another. The transportation of sleeping-sickness patients on the State steamers was forbidden several months ago. The tsetse fly was everywhere present from Stanley Pool to Basoko, at the mouth of the Aruwimi River. They were particularly numerous among the myriads of islands. Above Basoko there were very few flies, and none were seen above the mouth of the Lomami. It is an interesting coincidence that where there were many tsetse flies there was much sleeping sickness. Where these flies were few in number, cases of the disease were rare. The common species of tsetse on the middle Congo is *Glossina palpalis*.

CONDITIONS OF UGANDA.—The British Foreign Office has issued the report of Commissioner Sadler on the Uganda Protectorate for the year ending March 31 last, in which he says: "In social condition the Baganda have continued to make rapid strides, as is evidenced by the building of brick and iron houses by the chiefs, the use of furniture, groceries, and articles in common use in England, and the adoption of European methods of living; and by the commoner people in the change from bark cloth to cotton apparel, the use of petroleum to light their huts, and the increased demand for enamelled ware, boots and shoes, and cheap articles of European manufacture—conditions which are also permeating the neighbouring provinces."

SEASONS OF CROPS IN EGYPT.—A paper on "Egyptian Agriculture, with Special Reference to Irrigation," by P. N. Joannides, published in the *Scottish Geographical Magazine* for November, deals with various matters of importance in connection with agriculture in Egypt, such as the soil, climate, rise and fall of the Nile, composition of Nile waters, and irrigation. The agricultural year is divided into three periods, depending on the rise and fall of the Nile, as follows: 1st, The Shitwi, or Winter Season, which extends from the month of October to the month of May, and sometimes to July. The chief crops cultivated during this period are cereals, beans, clover, poppy, flax, vetches, etc. 2d, The Sefi, or Summer Season, beginning with March and ending with October or November. During this season some of the most important Egyptian crops are grown, such as cotton, sugar-cane, rice, melons, and all kinds of vegetables. 3rd, Last comes the Nili, or Flood Period, which extends from August to the end of October. This is the period of High Nile. Millet and maize are the chief crops grown, though cotton, sugar-cane, and others mentioned under the preceding season, are also under cultivation.

R. DEC. W.

CLIMATOLOGICAL OBSERVATIONS IN AFRICA.—Part I of "Climatological Observations at Colonial and Foreign Stations" has recently been issued by the British Meteorological Office. The data included refer chiefly to stations in the Egyptian Sudan, British East and Central Africa, and Rhodesia, and the years are 1900-1902, with summaries for previous years. The Meteorological Council has for some time contemplated the issue of such summaries of observations received from the Foreign and Colonial Offices, or directly from observers in the British colonies and dependencies,

but this publication has been impracticable until now. The volume was prepared under the supervision of Mr. E. C. Ravenstein, whose name is already well known in connection with African climatology, he having been chairman of a committee appointed by the British Association in 1891 for the collection and discussion of observations from tropical Africa. Sketch maps showing the location of the stations accompany the volume.

R. DEC. W.

A PECULIAR CLIMATIC FEATURE IN CENTRAL AFRICA.—In the *National Geographic Magazine* for November, 1904, S. P. Verner, of the Department of Anthropology at the World's Fair, notes the following interesting climatic peculiarity in the southern part of the Congo valley for about 10° south of the Equator. The rivers and lakes are found to be bordered with a dense vegetation, which extends out from the water a distance proportioned to the extent of the water surface. Adjacent hills and mountains are often covered with dense vegetation on one side and are bare on the other. Beyond this bordering vegetation there are plains, almost treeless or with small scrub growth and thin grass. The explanation is given as follows: From May to October there is a dry season, with hot days and fairly cool nights (often 50° F.). The evaporation of the daytime is followed by condensation into fog at night. This fog moistens the country adjacent to the water surfaces and causes a luxuriant growth of vegetation. The morning winds blow the fog against the exposed sides of hills and mountains and up the valleys of tributary streams. Wherever the fog is not carried the country is dry. The natives reflect this characteristic of their hills by shaving off the hair from one side of their heads. Dense forests are found where the fogs prevail; while out of range of this moisture there is only a sparse vegetation.

R. DEC. W.

CLIMATE OF NORTHERN NIGERIA.—In a recent address before the Royal Geographical Society, published in the *Geographical Journal*, Sir Frederick Lugard, British High Commissioner, gives many interesting facts concerning this new British province. The country is described as a land of "tornadoes," although these must not be confounded with our characteristic phenomenon of that name. Toward the close of the dry season, *i.e.*, at the end of February, wind-storms from the northeast, usually accompanied by thunder and rain, burst with great fury. These increase in frequency, and merge into the heavy rains, which last from July to October. With the ending of the rains, the whole Sudan presents

a vista of prairie fires, and the harmattan wind begins to blow from the northeast. A thick haze obscures objects only a few hundred yards distant; the sun sets as a crimson disk about 5 P.M., and the natives wear veils and other coverings over their mouths and eyes as a protection against the dust. The wind blows intermittently for several days with violence, and then with moderate force, or even abates altogether, but is always from the same quarter, and its favourite hours are from 8 A.M. to 4 P.M. The harmattan heralds cold nights, and in January and February the cold is trying; but these nights add greatly to the comfort of Europeans. Rivers and lakes shrink, as they do in South Africa. Lake Ngami, "whose waves were so great that they are said to have dashed hippopotami to pieces when Livingstone discovered it in 1850," was, when Sir Frederick Lugard lived near it in 1896, "only a dry bed of the smouldering ashes of lacustrine vegetation." Abandoned wells were noted in every direction. In Nyassaland traces of the old level of the lake may be seen far inland to-day, and the Niger becomes less navigable every year. Where steamers drawing 8 feet could ascend within the memory of the present Deputy High Commissioner, 3-foot vessels can now with difficulty make their way for a much shorter period.

R. DEC. W.

IMPROVEMENTS AT THE VICTORIA FALLS OF THE ZAMBEZI.—Now that the Rhodesian railroad has been extended to the Victoria Falls, the British South Africa Company is preparing for an influx of tourists, who are expected to travel 1,600 miles inland to enjoy what Mr. Knight has described as "the most beautiful gem of the earth's scenery." As the falls are over a mile wide and 400 feet high, they are about twice as broad and two and a half times as high as Niagara Falls. The "Park of Peace" is being laid out on the south side of the river. The only building in it will be a hotel five stories high, which is now being erected. From the edge of the park some of the finest views of the Falls may be obtained, and every effort will be made to preserve their beauty and grandeur unimpaired. Another park will be laid out on the north side of the river, but it will be more of a people's park; and will contain zoological gardens and grounds for sports. The site for the town which is to rise here will probably be two or three miles from the cataract.

TRANSVAAL METEOROLOGICAL SERVICE.—In the BULLETIN for September, mention was made of the new meteorological service of the Transvaal. Since the publication of that note, there has come

to hand the *Administration Report of the Meteorological Department of the Transvaal for 1903-1904*, in which there is further information regarding this interesting undertaking. The building for the Government Observatory was occupied during the first week of May, 1904. There are accommodations for the installation of all the usual meteorological instruments, and also for a seismometer to be placed in the basement. The Observatory grounds cover 10.6 acres, but owing to lack of funds the Director's dwelling-house has not yet been begun. The new instruments received from England towards the end of the year 1903 were distributed as rapidly as possible, but four out of seven barometers which were sent by carrier away from railway lines were broken. Continuous records of several of the weather elements were begun at the Central Observatory on July 1st, 1904. Telegraphic or telephonic weather reports are received every morning from 29 stations in the colony.

R. DEC. W.

ASIA.

THE ASSAM-BENGAL RAILROAD.—England has added a new railroad, 770 miles long, to the 26,000 miles of Indian lines previously opened. The Assam-Bengal railroad was begun in 1892, and opened for business last spring. It extends from the port of Chittagong in Eastern Bengal, on the northeastern coast of the Gulf of Bengal, to Sadiya on the eastern head stream of the Brahmaputra, not far south of the Tibetan border. Stretching through the eastern part of Bengal and Assam, it opens to commerce a very fertile and populous region, which hitherto has been without adequate transportation facilities. A large amount of the tea of Assam and the jute of Eastern Bengal will hereafter take this route. A part of the line through the Cachar Mountains was very difficult to build, not only on account of the tunnels, bridges, and other engineering works required, but also because it was necessary to bring provisions for the labourers, numbering 25,000 men or more, from considerable distances over mountain paths on the backs of elephants, camels, cattle, and mules.

In June, 1897, a severe earthquake greatly injured about 200 miles of the partly-built roadway and damaged many bridges in course of erection. Many labourers fell victims to malarial and other diseases, and nine members of the engineering force died before the completion of the work. The cost was about \$40,000,000. It is expected that this line, tapping a new and rich country, will give a great impetus to the cultivation and export of tea and jute.

Chittagong promises to develop into a prominent export port.—(*A Travers Le Monde*, No. 47, 1904.)

THE CLIMATE OF THE PHILIPPINES.—By Rev. José Algué, S.J., Director of the Philippine Weather Bureau. *Census of the Philippine Islands, 1903.* Bulletin No. 2. 8vo, pp. 103. Department of Commerce and Labor, Bureau of the Census, 1904.

In the *Report of the Philippine Commission*, Vol. IV, 1901, pp. 115-357, there was published an elaborate report upon the climatology of the Philippines, with half-tone views of stations and instruments, and many plates and maps. This is the most complete discussion of the subject which we have. There has more recently been issued Bulletin 2, *Census of the Philippine Islands, The Climate of the Philippines*, in which Father José Algué, S.J., Director of the Philippine Weather Bureau, gives a shorter, more compact, and more accessible description of the climatic conditions of the islands. Much of the matter and many of the plates may be found in the first report, above referred to, but we note, as valuable additions, a map, in different shades of yellow, showing the mean annual temperature, and a second map, also in colours, showing the mean annual rainfall. In the former the map shows four distinct regions, classified as being of *high*, *intermediate*, *mild*, and *cool* temperature—the latter cool “because of altitude.” By *high* is meant a mean temperature in the hottest months of 30° or 31° C. (86° or 87.8° F.); by *intermediate*, a mean temperature of not over 29° C. (84.2 F.) in the warmest months; and by *mild*, a mean temperature of April, May, and June not higher than 27° C. (80.6° F.). The fourth division includes stations like Baguio, for example (altitude 4,777 feet), where the temperature averages a good deal lower than on the lowlands. The mean annual rainfall is shown in six different shades of blue—viz., under 40 inches, from 40 to 60, 60 to 80, 80 to 100, 100 to 120, and over 120 inches.

Father Algué has done so much for meteorology and climatology that the following appreciation of him, written by Gen. J. P. Sanger, U. S. A., Director of the Philippine Census, and included in the introduction to Bulletin 2, is well worth repeating here: “The following interesting and scientific account of the climate and storms of the Philippines was prepared for the Philippine Census Report by Rev. José Algué, S.J., the Director of the Weather Bureau, Manila, whose tireless efforts in behalf of the Manila Observatory, and more especially of the Meteorological

Department, and whose scientific investigations and improvements in the instruments used in observing and recording atmospheric changes and in indicating the probable path of the storms, whereby the storm centre can be avoided, have made him the highest living meteorological authority in the Orient, and placed him among the foremost of the world's scientists." A well-merited tribute.

R. DEC. W.

EUROPE.

THE DELAY IN COMPLETING THE SIMPLON TUNNEL.—At a recent meeting of Swiss engineers at Winterthur, Mr. Sulzer told of the difficulties which had retarded work in the Simplon Tunnel. These difficulties, he said, were of the nature of surprises, because mistaken deductions had been drawn from surface indications concerning the position of the underlying rocks and the amount of water that was likely to be encountered.

Experts believed that the excavation would be largely through rock strata that had been inclined to positions approaching the vertical. The work of excavation, however, was chiefly through strata in a nearly horizontal position, which increased the difficulty of digging and roofing the tunnel.

According to the official geological profile and the opinion of geologists, the cutting between the kilometres 7 and 12 would be comparatively unimpeded by water; on the contrary, the calcareous schists encountered here were more or less saturated with water, which greatly impeded the advance. The experts had expressed the opinion that on the south or Italian side little water would be met, but that streams would enter the tunnel on the north side at about kilometre 5, a little below the Canter Valley. Here, however, the rock was dry, while large quantities of water entered at places where, according to predictions, none would be found. In August, 1900, about 1,000 litres a second were pouring from the southern mouth of the tunnel. It was thought that the volume of water would diminish; but it has, in fact, increased.

Another surprise was the great difficulty of overcoming the pressure upon the roof of a part of the tunnel. A stretch of 500 metres in the flooded portion threatened to cave in, and no means previously employed to overcome the pressure were effective. Large tree-trunks used as supports were broken. The vaulted roof was sheathed with iron, and forty-four iron supports were put in. The difficulty was conquered only after six months of dangerous work, during which the average advance in excavation was only 25 centimetres a day instead of $5\frac{1}{2}$ metres.

Another difficulty was the increased temperature which suddenly rose from an expected maximum of 42° C. (107.6° F.) to 55° C. (131° F.). The temperature of the rock rose even to 63° C. ($145^{\circ} 4$ F.), and the conditions were almost insupportable. With the excellent means provided for lowering the temperature, it was finally maintained at about 25° C. (77° F.). Suddenly the temperature fell again, and no one understands the reason for these changes.

Another difficulty was the irruptions of hot water, the first occurring in the southern excavation in August, 1903. This inflow was soon exhausted, but a little later hot water began to flow into the northern excavation at a rate of 70 litres a second, temperature 48° C. (118.4° F.). These irruptions neutralized the effects of artificial refrigeration, and interfered most seriously with the work.

Finally a great inflow of water, encountered at 10,376 metres, caused a cessation of work on the north side, and that part of the tunnel was hermetically closed, to prevent the complete flooding, while work was continued only on the south side. These were the causes of delay which compelled the constructing company to ask for an extension of time. The agreement was signed on October 9, 1903, and it was stipulated that the first tunnel and the basal gallery of the second tunnel are to be completed and opened to traffic on April 30, 1905.—(*Bulletin of the Bordeaux Society of Commercial Geography*, November, 1904.)

ODENSE A SEAPORT.—This city, the capital of the richly-cultivated island of Fyen, Denmark, having now been connected with the sea by a ship canal, takes its place among seaports. Centuries ago the little river Odense-Aa was navigable for flatboats to the sea, but early in the sixteenth century this connection with the ocean became unusable, and Odense was consequently an inland town. The new canal is 19 feet deep, and the depth will soon be increased to 23 feet. In place of the small old harbour a large, deep basin with excellent docks has been provided. It is expected that the town will have important development as a seaport.—(*Geog. Zeitsch.*, Vol. 10, No. 10.)

THE INTERIOR OF AUSTRALIA.—In a recent paper on "Some Features of the Australian Interior" (*Scottish Geographical Magazine*, November, 1904), Robert M. Macdonald compares the depressing effect of the desert interior of Australia with the similar effect due to the silence and monotony of the polar regions. The

flora of the bushland districts is characterized by the toughness and hardness of the wood, and by the depth to which the tendrils from the roots of some of the trees penetrate into the soil. In most cases, however, the trees tend to spread their roots out near the surface, in order to secure all possible moisture from the infrequent rains. As is usual in desert vegetation, the trees give very little shade. In one day a "buster," accompanied by a heavy dust-storm, scorched knee-high grass to the roots, "and the bushland had the appearance of a dead world, disturbed only by noisome snakes and deadly centipedes." The Australian "willy-willy," or tornado, is stated to be of frequent occurrence. R. DEC. W.

GENERAL.

THE OLIVE.—Professor Dr. Theobald Fischer has written a monograph on The Olive (*Der Ölbaum*), which appears as Supplement No. 147 to *Petermanns Mitteilungen*. About twenty-five years ago he gave similar exhaustive treatment to the date-palm. The present treatise, the fruit of thirty years of personal observation and scientific study, is the most complete account ever written of the history, industrial aspects, and geographical distribution of the olive. While the tree is adapted for very wide cultivation, it has most prominently figured in the history of the Mediterranean countries, and is grown far more largely around that sea than in any other part of the world. There are 100,000,000 olive trees in Italy and 300,000,000 in Spain; while in Germany there are only 161,000,000 of all varieties of fruit trees. Although the surface of Tunisia is largely desert, there are 20,000,000 olive trees, and the small island of Corsica, with 36,000,000, is crowded with them.

Cortes introduced the olive into Mexico, but previous to 1810 the olive was one of the plants whose cultivation in Mexico was prohibited by Spain. It has made little progress in that Republic. Much of the southern part of the United States is adapted for olive-growing, and the industry is succeeding, especially in California, where in 1893 there were 278,380 bearing and 328,997 young olive trees; in 1894, 425,000 bearing and 1,360,000 young trees; while in 1895 about 800,000 trees were set out. Dr. Fischer says that the range of the olive north and south and the altitudes at which it will grow are the same in all countries.

AGE OF GLACIER ICE.—Dr. Hans Reusch advances the theory (*Geog. Zeitsch.*, No. 7, 1904) that glacier ice may possibly attain enormous age under conditions where it is especially well sheltered.

To illustrate his idea he describes the Riings glacier, a small Norwegian ice stream that he has recently examined. The glacier occupies a comparatively large area in proportion to the small gathering-ground of the névé. Other special features are a raised ridge in the lower part of the glacier running parallel to its length, the extraordinary coarseness of the ice grains, and the clearness of the stream which issues at the lower end, showing that erosion is practically at a standstill. He thinks that the glacier is now practically inert, and from the indications he saw of the small annual amount of movement he suggests that some of the ice existing to-day may have dated from the Neolithic Age. The glacier he describes presents some unusual features, but a weak point in his theory seems to be that it is based upon the assumption that the rate of motion has always been as slow as it is to-day, of which there is no proof.

A PROPOSED GEOGRAPHICAL DICTIONARY.—Dr. Cleveland Abbe, Jr., writes to *Science* (No. 515, p. 649) that he is compiling a dictionary of technical topographic terms. The clearer understanding of the origin of many topographic features has caused a large increase in the number of these terms. We have also adopted many foreign terms for various forms of relief. These terms are scattered through a large mass of literature, and it will be useful to bring them together. Already over 300 terms have been catalogued. Dr. Abbe asks those interested to send him the following data for any topographic term they may meet in their reading:

1. The new term, and the inventor and first user of it in the given sense.
2. The etymology of the term, if possible.
3. The publication, volume, page, and year, where first used.
4. The original definition, preferably quoted.
5. The cited examples of the form or combination of forms to which the inventor, or first user, applied it.

THE SMITHSONIAN REPORT FOR 1903.—The geographical articles selected for republication in the *Report* of the Smithsonian Institution for 1903 are Mr. Alfred H. Brooks's description of his exploration to Mount McKinley; President Peary's valuable paper on his North Polar Explorations, 1898–1902; the British and Swedish Antarctic Expeditions, described respectively by Markham and NordenSKIÖLD; Tsybikoff's account of his journey to Central Tibet and Lhasa in 1900; Dr. Stein's paper on his geographical and remark-

able archæological explorations in Chinese Turkistan; and Oscar Neumann's account of his journey in 1900-1901 from the Somali coast through southern Abyssinia to the Sudan.

OBITUARY.

DEATH OF MRS. ISABELLA BISHOP.—Mrs. Bishop (Isabella L. Bird, before her marriage in 1881), long distinguished as a traveller, died in Edinburgh on Oct. 7, at the age of 72 years. The results of her first great Eastern journey were published in 1880 under the title *Unbeaten Tracks in Japan*. After 1886 Mrs. Bishop travelled extensively in Persia, Kurdistan, Tibet, China, Corea, and Siberia, and published a series of books on her observations. In 1901, when she was nearly seventy years of age, she rode 1,000 miles in Morocco, including the Atlas Mountains in her journey. She was an accurate observer, took a wide interest in natural phenomena, was an enthusiastic botanist, and had some knowledge of chemistry, all of which helped to give value to her studies of nature and peoples. She usually chose as the scenes of her travels those regions that were coming into public notice, and thus her accurate and careful descriptions had a timely and practical interest.

NEW MAPS.

AMERICA.

CANADA.—Map of the Atlin Gold Fields, British Columbia. Natural scale, 1:380,160, or 6 statute miles to an inch. Annual Report for 1900 of the Geological Survey of Canada ((Vol. XIII)). Ottawa, 1901.

The topography is from the instrumental and track surveys of 1899-1900. The geological indications show that the gold-bearing rocks are confined to the greenstones, serpentines, and slates, and lie chiefly along Atlin Lake and Taku Arm.

CANADA.—Geological maps of the East Coasts of Hudson Bay and James Bay from Cape Wolstenholme to the mouth of the Rupert River (3 sheets). Natural scale, 1:506,880, or 8 statute miles to an inch. Annual Report for 1900 of the Geological Survey of Canada (Vol. XIII). Ottawa, 1903.

The map embraces the entire east coast of Hudson Bay south of Hudson Strait. It illustrates the report of A. P. Low on his explorations in 1898 and 1899, when he made a log survey of the entire coast, the results of which appear on the map. The colours depicting geologic data extend along the coast and eastward into the Labrador Peninsula, along the Big, East Main, and Rupert Rivers and some other waterways. They show the vast predominance of Archaean and granite, with dikes of diabase trap and the so-called Cambrian, along some parts of the coast and on a considerable number of islands.

CANADA.—Geological map of the Basin of Nottaway River, Northwestern Quebec. Natural scale, 1:633,600, or 10 statute miles to an inch. Annual Report for 1900 of the Geological Survey of Canada (Vol. XIII). Ottawa, 1903.

The map accompanies Dr. Bell's report on the basin of this great stream, which issues from the north side of Lake Mattagami and empties into Rupert Bay. As Lake Mattagami is the gathering-ground for all the country to the south and east as far as the watershed of the St. Lawrence, the Nottaway delivers the drainage of a large basin into Hudson Bay. The fundamental rocks are gneisses, crystalline schists, granites, and greenstones. One tint shows the schists, quartzite, etc., which are grouped together as Huronian, and another tint the gneisses of the primitive Laurentian system. The granites, diabase, etc., are indicated by two colours and the exceptional occurrences of some other rocks are shown in red type.

CANADA.—Geological map of Portions of the Saskatchewan, Athabasca and Keewatin Districts. Natural scale, 1:506,880, or 8 statute miles to an inch. Annual Report for 1900 of the Geological Survey of Canada (Vol. XIII). Ottawa, 1903.

Eight colours, showing the formations from Laurentian to Cretaceous inclusive. The map accompanies the reports on these regions by J. B. Tyrrell and D. B. Dowling.

DUTCH GUIANA.—Bovenstroomgebied van de Saramacca. Scale, 1:200,000, or 3.1 statute miles to an inch. By A. J. Van Stockum. *Tijds.* of the Royal Netherland Geographical Society. Vol. XXI, No. 6, 1904.

Illustrates a paper by Mr. Van Stockum, who ascended the upper Saramacca to its two fountainheads among the mountains. His map shows that the upper river is crowded with rapids. A considerable number of native settlements and missionary stations are scattered along the banks. He ascertained and marked the elevations of many of the comparatively low mountains at the head and along the sides of the basin.

ASIA.

DUTCH EAST INDIES.—Schetskaart van het stroomgebied der Boven-Tembesi, Merangin en Batang Asaj. Natural scale, 1:200,000, or 3.1 statute miles to an inch. *Tijds.* of the Royal Netherlands Geographical Society. Vol. XXI, No. 6, 1904.

A black map, giving the results of surveys on the upper Batang Asaj and its largest tributaries, which drain a part of south-central Sumatra east of the mountains.

EUROPE.

MEDITERRANEAN.—Die Verbreitung des Ölbaumes im Mittelmeergebiet. Scale, 1:10,000,000, or 157.8 statute miles to an inch. By Prof. Dr. Theobald Fischer. Ergänzungsheft No. 147 to Petermanns Mitteilungen ("Der Ölbaum"). Justus Perthes, Gotha, 1904.

This map illustrates Dr. Fischer's monograph on the olive. The range of the olive in the Mediterranean lands is shown by green tints, the more intense green meaning more intensive cultivation. The tree is found further inland in Spain than in any other of these countries.

SCOTLAND.—Bathymetrical Survey of the Fresh Water Lochs of Scotland. The Loch Maree District. Four sheets giving the results of Lake Surveys. Natural scale, 1:21,120, or three inches to one statute mile. One sheet giving surface geology of the Loch Maree district. Scale, one inch to two statute miles. Under the direction of Sir John Murray and Laurence Pullar. The *Geog. Jour.*, Nov., 1904.

The maps deal with eleven lochs near the northwest coast of Scotland that drain into Loch Ewe and with two other lochs that fall into the sea just outside the entrance to Loch Ewe. The total drainage area is about 220 square miles. Loch Maree, much larger than all the others together, is the largest sheet of fresh water in Scotland north of Loch Ness. Its length is $13\frac{1}{2}$ miles and its maximum breadth a little over 2 miles, and it is noted for the great number and proportionate large area of its islands. In the geological sheet, the surface geology is generalized from the maps of the Government surveys. The sheets are fine products of the Bartholomew map house.

ATLASSES.

STIELER'S HAND-ATLAS.—*Neue neunte Lieferungs-Ausgabe.* 100 Karten in Kupferstich. Parts 35 and 36. Justus Perthes, Gotha, 1904. Price 60 pf. for each part containing two map sheets.

Of the four maps the only new one is "Russland und Skandinavien, Übersicht." Scale 1:10,000,000, or 157.8 statute miles to an inch. There are insets of St. Petersburg and its environs on a scale of 1:500,000, or 7.8 statute miles to an inch, and of Moscow on a scale of 1:150,000, or 2.38 statute miles to an inch. No. 8 is a revision of the general map of the German Empire and Nos. 51 and 52 are Sheets 1 and 2 of Domann's Map of the Balkan Peninsula in four sheets.

Parts 37 and 38.

Sheet 50 is a revision of the general map of the Balkan Peninsula. Sheet 59, "Klein-Asien, Syrien, &c.," covers the same territory and includes the same insets as its predecessor, but is a new map, having been entirely re-drawn to embrace the results of recent surveys and explorations. Considerable change is to be observed in the contour of the lakes of central Anatolia as now mapped. The large region of the Salt Waste between Koma and Tuz-Tsholu, almost blank on the earlier maps, is filled, on this sheet, with considerable topographic detail. Sheet 99 (sheet 5 of South America) gives the southern part of the continent and a very clear delineation of the new boundary between Argentina and Chile with the many geographical discoveries resulting from these surveys. An inset of the Isthmus of Panama is introduced; in the inset of Valparaiso the outlines of the proposed harbour improvements are sketched. Sheet 100 (sheet 6 of South America), which shows only the estuary of the Rio de la Plata with the environing territory in the northwest corner of the plate, replaces the old insets with new maps of the cities of Buenos Aires and Rio de Janeiro and the southern States of Brazil. The settlements of the German colonists, which are very numerous in Rio Grande do Sul and Santa Catharina, including the new colonies recently founded in the forest region of northern Rio Grande do Sul, are admirably presented.

FRENCH EXPLORATION BETWEEN THE UBANGI AND LAKE CHAD.

The mission sent out by the French Government to study the large region between the northern bend of the Ubangi River and Lake Chad crossed the basin of the Shari River from southeast to northwest, and was engaged for two years (1902-3) in the work. Mr. Aug. Chevalier, the naturalist, was leader of the expedition,

whose work embraced studies of the agricultural and forest products of that part of Central Africa, the distribution of minerals, the social condition of the natives, and the prospects of development. The results, which were important, are here summarized from Mr. Chevalier's account of the expedition appearing in *La Géographie* (May, 1904).

The region traversed is politically in the French Congo, though the larger part of it is not in the basin of Congo but in that of the Shari River. Generally speaking, Mr. Chevalier says that France has in the French Congo one of the finest colonies, but its resources cannot be made effective without capital, well-paid commercial agents, and equipment for economic development; and these things are as yet lacking.

In ascending the Congo and Ubangi from Brazzaville to Fort de Possel, Chevalier describes the transition from the grass lands of the Congo covered with high herbage to the equatorial forest zone through which the lower Ubangi flows. The chief economic resource of the Congo grass lands are two shrubby specimens of *Landolphia* (rubber); while in the forest zone the useful products are more numerous, and include kolo, wild coffee, vanilla, and copal, besides rubber-yielding vines and the *Funtumia elastica*, the only indigenous rubber tree in Africa. The field crops, such as manioc and bananas, thrive luxuriantly, but, on the whole, this forest region is not yet yielding results commensurate with its latent wealth. The Bonjo natives, who inhabit the northern part of the forests, are cannibals, and, like the Niam-Niams, the cannibals further east, whom Schweinfurth described, are superior to many native tribes. They cultivate over twenty vegetables, and are advanced in iron, wood, and pottery working; yet they are very miserable, for war, disease, and famine have greatly weakened them.

Navigation on the middle Ubangi, with its stretches of rapids, is still very difficult, for nothing has been done to improve it.

At Fort Sibut, north of the Ubangi, an agricultural experiment station was started, and in two months the seeds of 460 varieties of plants were sown or plants transplanted into the garden. The plan is to thoroughly test the adaptability of this region for the cultivation of a large number of African and European fruits, grains, and other plants.

On Nov. 11, 1902, the leader, accompanied by Mr. Courtet, set out from Fort Crampel to the northeast to explore the country of the Sultan Snussi, whose chief town is Ndellé. The water-parting between the Ubangi and Shari basins was formerly well populated,

but has been turned into a desert by famine, war, and the flight of the natives to avoid the portage service. Just north of the water-parting begins the habitat of the Manjias, also cannibals, who are considerably advanced in their arts, though misfortunes have reduced them to a wretched condition. They are grouped in a number of patriarchal clans, and seem to have come originally from the west, though their neighbours, the Bandas, are immigrants from the east.

The journey to Ndellé took twelve days across a region depopulated in many places by slave-raiding. Snussi is the most remarkable black chief Chevalier has met in Africa, and much is to be expected by securing his participation in the efforts of the French to develop his country. He received the explorers with the greatest cordiality, and gave them much information for their maps. For thirty years he had travelled extensively in Dar-Fertit (The Country of Savages), and was able to give them much geographical data. He supplied guides to take them to the elevated region where the Congo, Shari, and Nile basins meet. Here they found a new species of wild coffee, a tree fifty to sixty feet in height, which Mr. Chevalier named *Coffea excelsa*. Its bean has an exquisite aroma, and was seen twenty years ago by Mr. Rivière in the markets of Tripoli. The Arabs know it well, as it is exported to Wadai.

Snussi thought it unsafe for the explorers to visit the Mamun marshes, but finally permitted them to make the journey under the protection of an escort. They had heard that these so-called marshes were really an inland sea, comparable with Lake Chad, but they found nothing but a marshy plain about 100 miles long, in which the five rivers, Tete, Mosuburta, Bungul, Minjia, and Kumara, converge. No European had previously seen these rivers excepting the Minjia, which Potagos reached near its source.

The name Mamun is especially applied to a lagoon, 2½ miles long, and 240 feet wide, the haunt of hippopotami, in the centre of a tract which must be largely under water at the close of the rainy season. This region is the counterpart of the more westerly marshy districts between the middle Shari and the Mayo Kebbi, recently described by Lenfant (BULL., No. 7, 1904, p. 429). The clay soil of its wide, bare plains is unproductive, but there are many varieties of game. Among the larger fish in the rivers is the huge *Lates Niloticus*, and in the stagnant waters are two remarkable fish. One of them, the *Protopterus*, called *Abkur* by the Arabs, encloses itself in a cocoon when the marshes dry up, and is several months without water; the other is the *Malopterus*, which gives

a violent electric shock to those who touch it. The *Bojene*, a fly of the genus *Glossina*, infests the marshes, and, like the tsetse, its bite is fatal to horses and cattle. Returning to Ndellé through a corner of Dar Runga, the explorers visited the curious sandstone *massif* Kuti, whose streams flow in cascades down the deep gorges under the shade of oil-palms.

Mr. Chevalier found the Sultan Snussi gathering a successful harvest from an experimental sowing of Arab wheat. His women were also sowing rice on a large scale, and the Sultan was making efforts to acclimatize cattle and horses that had been brought to him from Wadai. Under his auspices commerce is steadily increasing.

The explorers reached Fort Archambault, on the Shari, on May 22. Dr. Decorse, who had been left behind on account of ill-health, had been there over two months, and had made most valuable ethnographic and zoological collections. The district around Fort Archambault is the home of the Sara tribe, whom Chevalier regards as one of the most promising native peoples. They are exceptionally tall and well proportioned and mild and peaceable in disposition and industrious agriculturists. They have a hardy breed of small horses, which, however, are not numerous. Fine trees shade their thriving fields, which recall the fertile belt of the western Sudan.

As the expedition proceeded towards Wadai the type of the country and the people rapidly changed, and Chevalier's description of this region is very interesting. The first river met was the Bahr Keita, or Auk, in which the waters of the Bungul are combined with all the streams of the Mamun plain and Jangara. It is, however, a small stream, nearly dry in the dry season. In this zone of low-lying plains the swamps and old sand-obstructed channels absorb much of the water, so that the streams are more important in their upper than in their lower courses.

The Bahr Salamat, a little farther north, is the only river of Wadai which brings any water to the Shari. It is dry during a large part of the year, is 200 yards wide in the neighbourhood of Lake Iro, and water flows only four or five months between its banks, cut 16 feet deep in the clay. From Dar Runga to the Shari it flows through a bare plain of impermeable clay, full of depressions, which collect water during the rains. Lake Iro, measuring only 11 by 5½ miles, including the wide grassy margin which is flooded annually, is the largest basin. About a dozen tribes, each independent of the others but all of the Kulfe or Gulla stock, live

around the lake. Their villages are built on the higher grounds above the flood limits, and are fortified by fences of spiny shrubs, in the midst of which are circular clay huts with entrances, so small that the occupants must crawl in like cats. These entrances are made very small for protection against wild animals, which come during the dry season in large numbers to drink at the lake.

The people move about at ease through the mud and water during the six months of inundation; and as their legs are abnormally long for the size of their bodies, they might be taken for a special race of amphibious beings if they were not apparently nearly related to the Kabas and Eastern Saras. The latter tribe are of robust physique, but the raids of their neighbours have greatly impoverished them. Their women are greatly disfigured by the objects which they insert in their ears, noses, and lips. They introduce into the lower lip wooden discs, which are sometimes as large as a small plate.

A dreary plain with thorn scrub and dum-palms, and here and there grassy depressions inundated during the rains, stretches away into the heart of Wadai. Many of the ancient water-courses are now completely choked with sand. Other channels have an annual flow of water for one or several weeks during the year. The whole country which forms part of the belt of impermeable clay stretching from the middle Niger to the Nile must once have been traversed, like the Netherlands, by a network of channels. The greater part of Bagirmi is composed of similar country.

Mr. Chevalier gives a vivid idea of the great decadence of Bagirmi since Barth described it. Mohammedan colonies are found from the tenth parallel northward. The flow of water in the south is very uncertain and cannot be relied upon for regular navigation. Rabah, in founding his short-lived empire before the French entered the Central Sudan, destroyed Massenya, the capital of the country, and Chekna is now the capital. It stands on the bank of the Ba-Mbassa and when the bed of this stream is dry, from March to October, the town is almost without water and presents a miserable appearance. Most of the goods in its market are of English origin, coming chiefly from Yola, on the Benue. The trade, however, is insignificant. The traffic across the Sahara through Kanem has entirely ceased, but a small amount comes from Khartum through Wadai. Massenya is merely a heap of ruins.

The Sultan of Bagirmi received the expedition very cordially. He is, like Snussi, one of the great personages of that part of Africa; but much time will be required to restore the State to its former

prosperity, even though France may do everything possible for its recuperation. Barth estimated the population at 1,000,000, but the inhabitants now number only one-tenth as many. The country, however, has the elements of well being, though the whole northern part of it, in the clay zone already mentioned, is exceedingly poor.

Mr. Chevalier saw many signs that the water systems of this part of Africa were formerly of much greater extent. He thinks it probable that a great river once flowed north across the Sahara to the Mediterranean, Lake Chad being merely a back water. The abundant relics of the Neolithic Age, found in northern Wadai and in the regions adjoining the Bahr-el-Ghazal, indicate that prosperous communities once lived there. Vegetable and animal remains found in these countries give many proofs of a progressive desiccation, and of the invasion of the Sudan by a Saharan climate.

The process is not regularly progressive, for Lake Chad has sometimes spread beyond its usual bed as a result of several years of abundant rainfall. Large areas have thus been flooded, and the lake has retreated to its former limits only after a number of years. In 1870 the lake rose to an unusual height; and another rise took place in 1897, but since that time the waters have continued to fall. As a result of the drought in 1902, Lake Fittri completely dried up in the following year, and hippopotami which inhabited it have gone elsewhere. The same fate has overtaken other lakes. He says no illusions should be cherished as to the value of Kanem, which borders Lake Chad on the northeast, for it is a dried-up country.

In spite of the present ruin resulting from generations of slave-raiding, Mr. Chevalier says that the resources of the Central Sudan will give it large value when the policy of peaceful development has borne fruit. He divides the Central Sudan into three zones, each with its proper products, the intermediate one having the largest population and the richest agricultural opportunities.

BOOK NOTICES.

Railways in Rhodesia. By E. H. Smith Wright. With a Description of the Victoria Falls by E. F. Knight. 56 pp., 3 maps and many illustrations. London: British South Africa Company, 1904.

A handsomely-printed book, giving the history of the development of railroads in Rhodesia, including many novel incidents connected with the work. It appears that the Portuguese Government,

by treaty with Great Britain, agreed to build a railroad across the Portuguese territory to the British sphere of influence (Rhodesia), but it was not until the right to build the railroad had been transferred to the British South Africa Company that this Beira-Salisbury line was constructed. Twenty-six pages are given to Mr. Knight's graphic description of Victoria Falls, with many very fine illustrations. The book concludes with a chapter on the prospects of farming in southern Rhodesia, with numerous half-tone illustrations of maize and wheat fields, tobacco and cotton plantations, orchards and potatoes, that seem to prove the truth of the assertion that "Rhodesia offers attractive prospects to the man of energy and enterprise equipped with some knowledge of agriculture and a capital of £500 to £1,000, if he is prepared to be content with a modest competency and not a fortune."

British Nigeria. A Geographical and Historical Description of the British Possessions adjacent to the Niger River. By Lieut.-Col. A. F. Mockler-Ferryman. viii and 351 pp., map, illustrations, appendices, and index. Cassell & Co., Limited, London and New York, 1903.

The volume is a revision and in part a rewriting of the author's book "British West Africa" published in 1898. Though written for the general public instead of the special student, the aim of the writer was to give sound and accurate information; and he has succeeded well. His introductory chapters on the exploration of what is now British Nigeria are very interesting; but it is strange that he should have omitted from the list of explorers whose achievements he records men who did such good work in the present British territory as the Germans Rohlfs, Flegel, and Staudinger. He describes the gradual acquirement of the territory by the British, the various Governments which have ruled it from the Royal Niger Company to the present Administration, tells the interesting story of the old Fulah Empire, and of the independent kingdoms whose territories are now embraced in Northern Nigeria, and describes the people and their institutions.

In his chapter "The Crescent and the Cross" the author says:

As long as polygamy and domestic slavery exist, Christianity can make no great strides among either Mohammedans or pagans. To expect a pagan chief to discard thirty-nine of his forty wives, to illegitimatize, say, a hundred children, and to free all his domestic slaves, in order to become a Christian, is, of course, absurd. So also with the Mohammedans; a change of faith would be little to their worldly advantage. Domestic slavery may, in the distant future, be abolished by law; but no British official will ever interfere in the matter of polygamy, which must remain the chief obstacle to the conversion of the Mohammedans.

The book cannot fail to help its readers to follow with intelligent interest the transformation, remarkable in some respects, that is being wrought in this part of the western Sudan.

New Land. Four Years in the Arctic Regions. By Otto Sverdrup. Translated from the Norwegian by Ethel Harriet Hearn. With illustrations and maps. In two volumes. Longmans, Green & Co., London, 1904.

Captain Sverdrup's book *New Land* is characteristic of the man, the man characteristic of the book. Man and portrait and book are homogeneous, and alike solid, quiet, direct.

In numbers of ways the two attractive and convenient-sized volumes which present to us the story of Captain Sverdrup's four years of work are unusual. Typographically and pictorially attractive, they differ pronouncedly from most previous Arctic narratives in lacking the higher flights of fancy, the searching after the infinite, the communings with nature, from which most writers have found it difficult, if not impossible, to refrain. Sverdrup's narrative is practical, direct, and clear. If at any time under the influence of his inseparable pipe the poetic afflatus came to him, he wasted little time or ink in putting the results down for his narrative.

The books should be read by every one who is interested in and endeavouring to keep in touch with the progress of Arctic discovery.

As to the geographical results of the four years of steady, sturdy, persistent struggle of Sverdrup and his companions with the obstacles and privations of the North, there can be but one opinion. They are of high importance.

Sverdrup has well filled out a large space in the Arctic regions, which it is surprising has not been penetrated before, being one of the most accessible parts of the Arctic *terra incognita* of our charts.

That, after a year's effort to carry out his original programme of attaining the northwestern shores of Greenland, and perhaps circumnavigating that country, he gave up those plans and turned to a region and a programme equally valuable and less beyond his powers shows his adaptability.

That he was obliged to do this was undoubtedly due more to the ship than to the man. The *Fram*, well adapted as she was for her original purpose of drifting with and passively resisting the attacks of the Polar ice-floes, was particularly ill adapted, both on account of her model and her lack of power, for assuming the offensive and forcing her way through ice moving in the opposite direction.

To the writer one of the interesting features of the narrative is the difference in behaviour of the musk-oxen in the extreme western lands, as compared with some other portions of the Arctic regions. This difference is due, perhaps, to differences in methods of hunting by the white man and the Eskimo.

While Sverdrup personally and the members of his party were in imminent danger from the musk-oxen, and at other times were able to secure the game only with the greatest difficulty, the writer's own experience during a period of over four years in the regions east and north of Sverdrup's discoveries was that no member of his party was ever in danger from musk-oxen, and that seeing a musk-ox was tantamount to securing him. The writer has personally killed musk-ox bulls with the revolver and with the Eskimo lance, and has known them to be stabbed at close range by a member of his party.

A herd of a dozen were driven away from the bodies of two of their fallen companions on the northern shores of Greenland with the utmost difficulty, by throwing stones at them at short range, it not being desired to shoot any more than were absolutely needed for the immediate necessities of the party.

The incident of the fire on the *Fram* must have been one of serious import to the party, and emphasizes the importance of having nothing of a light, combustible character on or about a ship wintering in the Arctic regions; and particularly emphasizes the precaution of having all explosive and combustible substances, as petroleum, gasoline, gunpowder, gun-cotton, alcohol, and the like, removed from the ship immediately she reaches winter quarters and kept stored some distance from her in a number of small depots.

In his four years' travels and discoveries Sverdrup has lifted out of the Arctic mists and darkness a larger area of land and sea than any one else since the days of the great pioneers, and his work will stand as an enduring monument to the special fitness of the Norsemen for the work of northern exploration.

In looking at his chart and noting the comparatively short distance separating his farthest north from Aldrich's farthest west, the eye involuntarily wanders west and southwest on a course tangent to and penetrating the yet unknown region beyond Sverdrup's farthest. It will be an attractive and valuable journey for some future explorer to attempt a line southwest from Cape Alfred Ernest to the western point of Prince Patrick Island.

R. E. P.

Dutch Self-Taught. With Phonetic Pronunciation. By Captain C. A. Thimm. 120 pp. E. Marlborough & Co., 51 Old Bailey, E. C., London, 1904. (Price, 70 cents.)

Japanese Grammar Self-Taught. (In Roman Characters.) With Phrases and Idioms. By H. J. Weintz. 184 pp. Same Publisher and date. (Price, \$1.50.)

These small volumes are part of a series of manuals covering most of the European languages, including Turkish, and also Arabic and Hindustani. The vocabularies embrace most of the words used in ordinary conversation. The pronunciation, phonetically expressed with each word, is very helpful, the grammar gives the elementary training required, and the method encourages the use of the spoken language. The books should be especially useful to travellers and merchants. The author of "Japanese Grammar Self-Taught" says of the Japanese language:

The simplicity of the language is shown by such facts as that there is only one person in each tense, no long lists of exceptions to rules, and that it is purely phonetic. One may make himself perfectly understood after far less time spent in study than is necessary in the case of any European language. Of course, to attain anything approaching syntactical accuracy a much longer course of study is necessary than for obtaining an equal degree of proficiency in French, German or Spanish.

Our West Indian Neighbors. By Frederick A. Ober. 433 pp., 54 illustrations, map, and index. James Pott & Co., New York, 1904. (Price, \$2.50 net.)

The work of a well-known descriptive writer, who lived for two years in the West Indies, making ornithological collections, and who has since refreshed his impressions of that island-world and received many new ones. The purpose of the book is not especially serious, but those who read its entertaining pages will not fail to catch many vivid glimpses of the Caribbean Islands, and understand why they have so much fascination for the nature-lover and the traveller. Mr. Ober thinks that the two great attractions of Porto Rico (he spells it, in defiance of Congress, Puerto Rico) are the city of San Juan and the military road over the mountains between that city and Poncé. He finds Jamaica the paradise of cyclist, automobilist, and pedestrian. He was the first American to see the now famous boiling lake of Dominica, and his fine photograph of it is one of the most interesting of the many excellent illustrations. He says the American colonists in Cuba appear to be flourishing, and have proved that Americans can thrive there, and that the island has in it the making of many a fortune.

Das Überseeische Deutschland. Die Deutschen Kolonien in Wort und Bild. viii and 679 pp., 6 colored maps, 21 page plates, and 237 pictures from photographs in the text. Union Deutsche Verlagsgesellschaft, Stuttgart, Germany, 1902.

It is characteristic of many German geographical works of a popular nature that they are not superficial, but are written by trained geographers or advanced students who know the kinds of facts required to convey correct ideas of a country from its physical geography to its trade, and use these data with critical judgment. To mention the fact that among the eight men who have made this book are writers of international reputation like Dr. Karl Dove, of the University of Jena; Dr. Reineke, the explorer of the Samoan group; Dr. Seidel, of the *Deutsche Kolonial Zeitung*; Director Beck, of the New Guinea Company, and Captain F. Hutter, the explorer of the Cameroons, is to say that the book, if not exhaustive, is authoritative with respect to the large areas that form Germany's colonial empire. It has the advantage over earlier books covering much of the same ground that it describes most of the colonies in their present state of considerable advancement.

Honduras. Edited and compiled for the International Bureau of the American Republics by Alfred K. Moe, U. S. Consul at Tegucigalpa. 252 pp., 2 maps, illustrations and index. Government Printing Office, Washington, 1904.

Consul Moe has handled his data with considerable geographical discernment. His introductory chapter gives a very good idea of the geography of the country and of the influences exerted by geographical environment upon the distribution of population and the material development of the State. The control exercised by geographical and other influential factors is, however, not emphasized as might properly have been done, and it is unfortunate that the volume contains no physical map to illustrate the author's remarks on the great variety of topography and its manifold effects upon climate. The broader features of the mountains, plains, and lowlands might at least have been delineated as Sievers has done for Venezuela and Sapper for parts of Central America.

Lack of good means of transportation is one of the reasons for the very backward position of the Republic, and Consul Moe places first among the causes for its poor showing in trade "the rapacity of foreign promoters, especially Americans, who have obtained concessions merely for financial speculation and are humbugging both the natives and the American investors." There are two sketch

maps, one showing the distribution of resources and the other the telegraph system. The economic map is especially informing, but is most crudely produced. It might better have been used to supply the data for a good map. Neither map shows the Bay Islands, though they are one of the chief sources of export fruit.

La Nouvelle Zélande. By the Count de Courte. vii and 268 pp., and 85 photographs. Hachette & Co., Paris, 1904.

The author has been the French Consul in New Zealand. He is in love with the country in most of its aspects; describes the islands and their development with enthusiasm and in a manner that sustains interest, shows many fine photographs of land and people, and also a black map that is too small to serve the needs of careful readers of so large a book. His work is essentially popular, but the author aims, with a good degree of success, to convey accurate impressions of the Maoris, the white colonists, their various interests, and the geographic environment. Few works on New Zealand have been so copiously and beautifully illustrated.

Die Entwicklung Japans in den letzten fünfzig Jahren. By Otfried Nippold. 42 pp. K. J. Wyss, Bern, 1904.

A lecture delivered before the Bern Geographical Society, in which the writer gives the facts of largest significance in the wonderful development of Japan, and emphasizes the idea that in spite of the Occidental science they have superficially acquired, or really assimilated, the Japanese remain through and through an Oriental people.

Italy from the Alps to Naples: Handbook for Travelers. By Karl Baedeker. xlvi and 424 pp., 26 maps, 44 plans, and index. Karl Baedeker, Leipzig, 1904.

This guide-book has been compiled from the three detailed Baedeker volumes for Northern, Central and Southern Italy. It is designed for the use of travellers who have only four or five weeks to spend and wish to give most of their time to the attractions of Rome and Naples. The most conspicuous towns and parts of the country, famous for scenic or other attractions, are described at length, while the features of other districts are more summarily treated.

Richesses Minérales des Possessions Russes en Asie Centrale. A Report to the French Ministry of Public Instruction. By E.-D. Levat. 174 pp., 5 maps, and appendices. Vve. Ch. Dunod, Paris, 1903.

The author, who is a mining engineer, was in charge of the mis-

sion sent to Central Asia to study the mineral resources of the Russian possessions. He describes at length the occurrence of a large variety of metals in Russian Turkistan, and says they will be of great economic importance as soon as railroad extension makes them accessible. He believes that the copper mines will be first developed, as it is the policy of Russia to assist in the opening of the copper regions throughout the empire in order to reduce the present large imports of that metal. The black maps show the distribution of placer gold, coal, copper, naphtha, and argentiferous lead.

Das Mittelmeergebiet. By Prof. Dr. A. Philippson. viii and 266 pp. Illustrations, 10 maps, and index. B. G. Teubner, Leipzig, 1904.

The contents of this book were originally prepared as a course of lectures for women teachers in a summer school. The work has now been enlarged and adapted for the reading and study of a far wider circle. Geography is the central thought. The scope of the book is limited to the geography of the Mediterranean countries and the influences which geographic environment has exerted in making the people of these regions and their institutions what they are. Dr. Philippson has written much of Greece and other Mediterranean lands for [his brethren in science; but this book is not above the comprehension of the mass of intelligent persons, and the large subject is treated in a delightful as well as a masterful manner. The author leads up to the geography of the region through a chapter on its geology, describes the waters, the animal life and the economic value of the great inland sea around which these nations are clustered, and then takes up the lands themselves, their coasts, climate, hydrography, topography, flora, fauna, and, finally, the human element, the races, religions, states, and social and economic conditions. The illustrations from photographs are superior, though not numerous. The black sketch maps show the arrangement of mountain chains, isotherms for January and July, the annual precipitation, summer rainfall, density of population, and the distribution of vegetable types, races, religions, and the chief towns and trade routes.

Historische Geographie von Mitteleuropa. By Prof. Dr. Konrad Kretschmer. viii and 650 pp., and index. R. Oldenbourg, Munich and Berlin, 1904.

This handbook is a work of enormous labour and erudition. As political and cultural geography are profoundly influenced by physical geography, the author first devotes 136 pages to the

physical features of central Europe. The chapters following treat of the political and cultural geography of that part of Europe in six historical periods (ancient times and about the years 1000, 1375, 1550, 1650, and 1770 A. D.). Each subdivision of central Europe has its own paragraph in the chapters on each of these periods, the full index giving ready access to all information. There is a separate chapter on the distribution and history of each of the bishoprics during the Middle Ages. The work abounds with curious information, and traces the development of influences that were vital in their relation to the subsequent history of the people and their institutions. The origin of many Germanic place-names, the history of Germanic colonization, agriculture, the management of forests, the facilities for trade and transportation in the several epochs, are a few among the topics discussed. Prof. Kretschmer has written a very valuable source-book of history, and has imparted special interest to it for students of geography by connecting geographic influence with historic result.

Studia Pontica. A Journey of Exploration in Pontus. By J. G. C. Anderson. 104 pp., illustrations, and 9 maps. No index. H. Lamertin, Brussels, 1903.

The volume continues the descriptions previously published of the explorations in the central and easterly districts of Anatolia which the author began in 1896. His work in Pontus during the summer months of 1899 is recorded in this book. His purpose was chiefly archæological. He succeeded in identifying some of the roads and ruins as of the Roman or other periods, deciphered inscriptions, collected pottery, and, after the manner of Ramsay, sought for every kind of testimony that might throw light on the history of Asia Minor. The perplexing problems set before archæologists would be fewer if ancient builders had labelled the sites of towns, as was the case at the site of Comana, where two inscriptions bearing the name of the town were built into a bridge, while one of them affords a means of fixing precisely the era when the bridge was in use. A series of nine maps shows sections of the routes followed among these northern mountains. The fine illustrations of towns, mountains, and plains are from photographs.

Scientific Results of a Journey in Central Asia, 1899-1902. Vol. I. The Tarim River. By Dr. Sven Hedin. 523 pp., 446 illustrations, 17 maps. Lithographic Institute of the General Staff of the Swedish Army. Stockholm, 1904.

This volume, devoted to the Tarim River, is the first of the four

volumes which will contain Dr. Sven Hedin's own text descriptive of his latest great journey in Central Asia. Volume II will be given to Lop-nor; Vol. III to Northern and Eastern Tibet, and Vol. IV to Central and Western Tibet. Volumes V and VI, which will complete the literary portion of the work, will contain the dissertations of Dr. Hedin's colleagues concerning his observations and collections. Each of the four volumes written by Dr. Hedin will contain about 2,000 pages, and the whole work will be completed by the Atlas, to embrace about 100 sheets, including the general map, in 16 sheets.

Vol. I is a superb quarto, as the remaining volumes will be. The work could certainly not have been published in so admirable a manner without Government support or a munificent patron. As it is, Dr. Hedin says that the 75,000 kronor granted by the Swedish Parliament will not be sufficient to cover the cost of the work.

The volume is a purely physico-geographical description of the Tarim River and its region, and is explanatory of the Atlas sheets, which Dr. Hedin regards as the *pièce de résistance* of the entire work. It was written by the author as a topographical, morphological, hydrographical, and orographical description of this part of Eastern Turkestan; and Dr. Hedin has admirably carried out the purpose he had in view. What Dr. Hedin desired to supply in his text may best be told in his own words (*Geog. Jour.*, November, 1904, p. 536):

What I am in a position to offer to geographers and serious students of geography is only a faithful geographical description, rather dry, but rich perhaps in new facts and geographical discoveries. For this reason I have arranged my text in diarial form, recording each day the observations made, so that in this way the text furnishes a detailed commentary, day by day and sheet by sheet, to the maps in the atlas. This has rendered my task easier and readier of accomplishment, and the connected study which, with the help of Supan's "Physische Erdkunde" and certain other text-books, I made whilst the journey was in progress, is thus reproduced in my book in its natural order and sequence of development,

The book has no index, because, as the author explains, the first and second volumes, which treat of the geography of Eastern Turkestan, are so intimately connected that Dr. Hedin thought it better to give them a common index, which will be printed at the end of Vol. II.

No quotations are made from other geographical literature, for the reason that the author found it impossible to do anything in the way of comparative geography, because, with his work in the field and the preparation of his observations for publication, he has

found it quite enough to write down without ornament the bare story of his own independent observations.

The volume, divided into thirty chapters, treats of the Tarim River, the remarkable lakes beside the lower Tarim, the Cherchen Desert, and the Tarim delta. In other words, it deals with the Tarim system from Lailik to Abdal, together with the part of the great sandy desert situated between the lower part of the Tarim and the Cherchen-Daria. Dr. Hedin's description of the Tarim system is interrupted by an account of the desert of Cherchen, in order to enter upon a discussion of the desert lakes of the Tarim immediately after describing that river, the two subjects being inseparably connected. The general view of the Tarim system is therefore postponed to the second volume.

The book is profusely illustrated. Most of the autotypes, which predominate, are particularly clear and beautiful, and are reproduced from Dr. Hedin's own photographs. There are also many of his excellent drawings, which help the text, besides 39 lithographic plates, 17 maps, and 95 vertical sections or profiles through the Tarim and its tributaries, showing their depth, breadth, and velocity.

The volume deals exclusively with the country and not with the people, but there are many groups of natives among the illustrations. Among the most conspicuous and interesting features are the description and the plates given to the numerous elongated and, in part, parallel lakes lying close to one another on the right bank of the Tarim—all of them fed by small channels from the river; and the letterpress and plates illustrating the gigantic ridges of sand which stretch diagonally across almost the entire Desert of Cherchen to the Cherchen-Daria. The sand, says Dr. Hedin, is arranged in waves, presenting the same appearance as the waves of an ocean across which a hard and steady wind is blowing. These and other physical problems, which Dr. Hedin treats at length, enhance the great interest of the volume, and supply some novel data for the consideration of physical geographers.

Present-Day Japan. By Augusta M. Campbell. x and 331 pp., 75 illustrations, and index. J. B. Lippincott Company, Philadelphia, 1904.

The author lived for some time in Japan, travelled much without dependence upon guide or interpreter, stopped at native inns, and improved many opportunities to study the inner life of the people. Her book is, therefore, not a record of first impressions,

but of those received after some familiarity with the country and its inhabitants. If the author had not mentioned in her preface that letters to her friends formed the groundwork of her book, the fact would not have been perceived; for the matter is solid, though lighted with humour, and arranged with a view to continuity in the treatment of the various topics. This extract from a description of factory girls in some silk-reeling works is a fair example from these entertaining pages:

Little creatures they were, all tidy and clean in their cotton kimonos of grey or blue, their hair tied up in the inevitable handkerchief, their little hands white and boiled-looking, as they kept plunging them into the hot water for cocoons. They sit thus all through the long monotonous day—I believe fourteen hours are not unusual—yet they seemed perfectly cheerful and contented, smiling and chatting, each quietly with her neighbor, hardly looking up, even at the intruding foreigners. No clattering in this mill beyond what was made by the machinery. No dirt; no loud voices raised, either in merriment or in quarrelling. I think few things strike one more in this country than the contrast between its mill hands and ours. I do not mean to suggest that Japanese mill hands are models in every respect, or even remarkable for docility. . . . All I mean is that they are more agreeable in their manners.

Special chapters are given to the Shinto faith, still the State religion, and to the sects and rites of Buddhism, which have greatly modified the national faith, and both creeds now flourish side by side with modern agnosticism. The ways and means of travelling, the drama, the shops and factories, the most notable art products, and the characteristics of the chief cities are, among other topics, presented in a most interesting and informing manner.

Thirty Years in Madagascar. By the Rev. T. T. Matthews. (Second Edition.) 384 pp., 62 illustrations from photographs and sketches, a map, and index. The Religious Tract Society, London, 1904.

Most of the material for Mr. Matthews's valuable work is based upon his own studies of the island and the Malagasy as a missionary of the London Missionary Society. Beyond a very brief description of the island the book is not geographical; but it is perhaps the best account yet given of the progress of missionary work in Madagascar, and of the influences for good or for evil which Christian missions and other foreign agencies have exerted upon the development of the people. The author says that under French rule everything has been changed, some of the changes being decidedly beneficial and others not so. He thinks the machinery of government is unnecessarily complex:

First of all is the civil administration, divided into sixteen or eighteen departments, including public works, mines, education, exchequer, landed estates, forests, agriculture, police, topography, taxation, post and telegraph, etc. There are numer-

ous law courts, both French and native, as well as a health department with hospitals, dispensaries, military infirmaries and ambulances. Then there are the administrators of provinces, fourteen in number, with their subordinates and a whole tribe of native functionaries; and added to these is the army of occupation, many parts of the country being still under military control.

Religious liberty now really exists, and the Protestant missionaries have absolute freedom to go about their work in their own way. With 80,000 church members, 80,000 children in its schools, and 280,000 native adherents when the French brought their rule into the country, the work of the London Missionary Society has certainly had wonderful development.

NOTES AND NEWS.

1854-1904

AMERICAN GEOGRAPHICAL SOCIETY.

FIFTIETH ANNIVERSARY DINNER.

A subscription dinner to commemorate the fiftieth anniversary of the incorporation of the American Geographical Society will take place at Delmonico's, December 21, 1904, at seven o'clock P.M. The cost of a plate will be ten dollars.

It is hoped that ladies will be present, but smoking is to be expected after the dinner and during the speeches. A gratifying number of Fellows have already signified their intention to participate.

Distinguished guests have been invited.

Fellows who desire to attend and have not already sent in their names should do so at once to the Secretary of the Society at No. 15 West Eighty-first Street.

THE ANNUAL MEETING OF THE SOCIETY will be held at Mendelssohn Hall, No. 119 West Fortieth Street, on Tuesday, January 24, 1905, at 8.30 o'clock P.M.

The reports of the Council and the Treasurer will be submitted and the election of officers will take place.

Information has been received that Dr. Otto Nordenskjöld, the leader of the Swedish Antarctic Expedition of 1901-1903, will arrive in New York early in January, in time, it is hoped, to accept the invitation, which has been extended to him, and address the Society at the Annual Meeting.

THE TITLE-PAGE, TABLE OF CONTENTS AND INDEX of the BULLETIN, Vol. XXXVI, will be distributed with the number for January, 1905.

INDEX TO VOL. XXXVI.

PAGE	PAGE
Abbe, Cleveland, Jr., Proposed Geographical Dictionary.....	764
Abercrombie, Maj., On the Copper River Valley.....	753
Aboriginal Pottery of the Eastern United States.....	269
Accessions to the Library. 177, 371, 623	
Adams, George I.....	245
Africa, American Explorers in.....	186
— Boundary Delimitations, Results of.....	282
— British Central. Protectorate. 45	
— British East, Settlement in....	611
— Climatological Observations..	756
— East, Uganda and Zanzibar. Handbook, noticed.....	574
— From South to North through Marotseland, A. S. Gibbons, noticed	570
— German East, and the Congo Boundary.....	48
— — — Progress in.....	681
— Northeast, Von Erlanger in...	363
— Railroad, Cape to Cairo. 234, 680	
— Railroad Development in. 540, 542	
— South. Fruit sent to Great Britain.....	429
— — — New Era in. By V. R. Markham, noticed.....	440
— — Rainfall in.....	543
— — Zwanzig Jahre in Süd-Afrika, von A. Einwald, noticed..	717
Agriculture, Canada, French.....	460
— Chile.....	10, 14
— Copper River Country, Alaska. 753	
— Soils of Russia in Europe.....	428
Alabama, Roads.....	734
Alaska, Arctic slope.....	407
— Boundary. By G. Davidson, noticed.....	382
— Tribunal, Questions Settled by the Award of the. By Robert Lansing.....	65
— Tribunal, Questions submitted to the.....	69
— Colville River.....	404
— Copper River Valley, Agriculture.....	753
— John River.....	406
— Mild Winter in.....	448
— Nome Placer beds.....	34
— Northern, Mountains of.....	405
— — Reconnaissance in.....	403
— Portland Channel.....	76
— Seward Peninsula.....	33, 35
— Topographic Surveys, 1904, Notes on.....	699
Albania, Stransky in.....	167
Alger au Congo par le Tchad, Par F. Foureau, noticed.....	566
Algúé, José. Climate of the Philippines, noticed.....	760
— — Cyclones of the Far East, noticed.....	705
Along the Andes. By A. Petrocokino, noticed.....	252
Alpenflora, Geschichte und Herkunft der schweizerischen. M. C. Jerosch, noticed.....	709
Alps, Eastern. Baedeker, noticed.....	253
Altitude, Effect of, Tibet.....	486
Altitudes, Canada, Dictionary of.....	231
— Mexico and Central and South America.....	610
America and Asia, Unity of race in tribes.....	42
— Central, Altitudes.....	610
— — — List of Books, etc., relating to. By P. Lee Phillips, noticed.....	121
— — First use of name on map.....	206
— Greater. By A. R. Colquoun, noticed.....	380
— North. By I. C. Russell, noticed.....	702
— — — Burnaby's Travels. Reprint, 1904, noticed.....	711
— Pioneer Spaniards in. By W. H. Johnson, noticed.....	253
— South, Altitudes.....	610
— — Exploration in.....	358
American Geographical Society, Annual Report.....	61
— — — BULLETIN to be a monthly.....	64
— — — Fiftieth Anniversary Dinner.....	784
— — Hudson River Excursion.....	557
— — — Transactions, 61, 125, 191, 255	
— Intercontinental Route.....	469
Amphibious animal, unknown.....	127
Anderson, J. G. C. Studia Pontica, noticed.....	780
Andes, Along the. By A. Petrocokino, noticed.....	252
Andover Delta-Plain.....	162
André, Eugène, Naturalist in the Guianas, noticed.....	442
Angola, Interior of.....	616
— South, Economic Resources .	93
Annales de Géographie, Bibliographie, noticed.....	684

PAGE	PAGE
Année Cartographique, noticed.....	60
Año Nuevo, Meteorological Sta- tion.....	91
Anschauliche Grundlagen der Mathe- matischen Erdkunde, u. s. w. Von K. Geissler, noticed.....	504
Antarctic Expedition, British.....	546
— — — Return of the.....	293
— — — Scottish.....	47, 489
— — — Swedish, 1902-03.....	22
— — — Pictures taken.....	285
— — Expeditions.....	95
— — Gaussberg.....	559
— — Ice in the. By H. Arctowski, noticed.....	51
— — Meteorology.....	547
— — — Résultats météorologiques de l'Hivernage de la "Bel- gica." Par H. Arctowski, noticed.....	509
— — Scientific Station in the.....	172
Antarctic relieved by the Uruguay.....	27
Anthropogeography, Helps to study.....	548
Apianus map, of 1520.....	210
Arabia, Climate of.....	487
Ararat, Volcanic mountain.....	341
Araucanians.....	12
Architecture in Khiva, Bokhara, &c., by O. Olufsen, noticed.....	573
Arctic Expedition to observe radia- tion, &c.....	172
— — Ziegler-Fiala.....	488
— — Four Years in the, "New Land," by Otto Sverdrup, noticed.....	774
— — Project of Prince of Monaco.....	285
— — Seas, Ice in the, 1903.....	171
— — Slope, Alaska.....	407
Arctowski, H. Ice in the Antarctic, noticed.....	51
— — Résultats météor. de l'Hiver- nage de la "Belgica," noticed.....	509
Arnon Cliffs, Dead Sea.....	588
Around the Caribbean and Across Panama. By F. C. Nicholas, no- ticed.....	112
Artesian Water from Moraine.....	420
Asia and America. Unity of race in tribes.....	42
— — Central. Richesses Minérales des Possessions Russes en Asie Centrale. Par E.-D. Levat, no- ticed.....	778
— — — Scientific Results of a Journey in. By Sven Hedin. Vol. I, noticed.....	780
— — Eastern, climate of (War-field). Assal, Lake (East Africa).....	359
Assam, Lake (East Africa).....	362
Assam-Bengal Railroad.....	759
Astronomical Triangle, etc. Mr. Littlehales' Solution of.....	299
Atlas, Année Cartographique, noticed.....	60
— — Russian Empire, climatologi- cal, noticed.....	439
Atlas, Stieler's, History of.....	264
— — — Parts, noticed, 106, 248, 556, 767	
— — United States Geologic, noticed.....	
— — — 104, 160, 173, 246, 297, 554	
— — — Statistical, noticed.....	60
— — — Topographic.....	676, 749
— — — Economic value of.....	688
— — of Volcanoes.....	436
— — World, and Gazetteer, noticed.....	107
Atmosphere, Earth's, History of the. By T. L. Phipson, noticed.....	568
Atmospheric pressure a climatic factor.....	96
Aus Deutsch-Brasilien. Von Alfred Funke, noticed.....	110
Australia and England. Rainfall com- pared.....	50
— — and Oceanica. By F. D. and A J. Herbertson, noticed.....	112
— — Interior of.....	762
— — Our Colonies, etc. By F. G. Carpenter, noticed.....	313
Auswanderung der Chinesen, Die überseeische. Von H. Gottwaldt, noticed.....	715
Azov, Sea of, not drying up.....	46
Baedeker, Alps, Eastern, noticed.....	253
— — Italy, Central, and Rome, no- ticed.....	253
— — Italy from the Alps to Naples, noticed.....	778
— — Norway, Sweden and Denmark, noticed.....	254
— — United States, noticed.....	569
Bagirmi, Decadence of.....	771
Baikal, Lake, Railroad around.....	619
Baku.....	338
Balch, E. S., American Explorers in Africa.....	186
— — The Highest Mountain Ascent.....	107
Baltimore and Vicinity, Report on the Climate and Weather of. By O. L. Fassig, noticed.....	707
Bantu, Family the unit.....	410
Barents Sea, Ice Conditions in.....	488
Base Maps of the United States.....	98
Bates, H. W., Letter to Chaillé- Long.....	351
Bathymetric Survey, New Zealand Lakes.....	620
Bayley, W. S., Monograph by, no- ticed.....	342
Behaim Globe.....	197
Beltrami, G. C., ecc. Per Eugenia Masi, noticed.....	380
Benab, Shed, British Guiana.....	401
Bénard, Charles. La Conquête du Pôle, noticed.....	572
— — New Polar Project.....	490
Bengal-Assam Railroad.....	759
Berber population, Tripoli.....	740, 741, 744
— — Railroad to Suakin.....	483

PAGE	PAGE
Berget, Alphonse. <i>Physique du Globe et Météorologie</i> , noticed... 119	Brünn, Führer in das Höhlegebiet von. Von A. Makowsky und A. Rzebak, noticed..... 314
Bernier, Capt., <i>S.S. Gauss</i> , bought for..... 284	Bubonic Plague..... 286
Bibliographies, Critical, a desideratum,..... 673	Burdick, Arthur J. <i>Mystic Mid-region; the Deserts of the Southwest</i> , noticed..... 509
Bibliography, America, Central. P. Lee Phillips, noticed..... 121	Burnaby's Travels through North America. <i>Reprint</i> , R. R. Wilson, noticed..... 711
— Annual, of the <i>Annales de Géographie</i> , noticed..... 49, 684	Burton, A. R. E., Cape Colony for the Settler, noticed..... 251
— <i>Bibliotheca Geographica</i> , 1899, noticed..... 121	Cables, Ocean, 1903..... 47
— 1900, noticed..... 549	Cady, Putnam. <i>Historical and Physical Geography of the Dead Sea Region</i> 577
— Brazil, noticed..... 49	Calcutta, Population..... 409
— Chile, noticed..... 49	California, Climatology of. By Alex. G. McAdie, noticed..... 41
Bishop, Isabella. Obituary..... 765	— Rainfall and Crops in..... 277
Bizerte, Port of..... 283	Callirhoe, Stream in Moab..... 587
Bojene, Fly fatal to cattle..... 770	Cambridge [England], Geography at..... 478
Bokhara, etc., Architecture in. By O. Olufsen, noticed..... 573	Campbell, Augusta M. Present-Day Japan, noticed..... 782
Bolivia-Brazil Boundary..... 212	Canada, Altitudes, Dictionary of..... 231
— Eastern, Rubber Districts.... 681	— Côte, River settlement..... 453
Book Notices.... 54, 109, 187, 248, 304 379, 440, 496, 564, 634, 701, 772	— French, Agriculture..... 460
Boqueron Bay, New harbor, Porto Rico..... 474	— Family life..... 461
Borax, Chile..... 9	— — — <i>Habitants</i> , Life of..... 459-465
Bordeaux, Albert. Rhodésie et Transvaal, noticed..... 575	— Population..... 459
Bosnien und die Hercegovina, Geologischer Führer durch. Von F. Katzer, noticed..... 315	— Fur trade, Influence of..... 452
Boundary, Alaska. By G. Davidson, noticed..... 382	— Gouffre valley..... 456
— Brazil and Bolivia..... 215	— Immigration, 1903..... 282
— Congo-German East Africa..... 429	— in Harvest Time, Through. By James Lumsden, noticed..... 252
— Mexican. Meanders and the..... 598	— Land Grants, Original..... 453
Branner, John Casper, Stone Reefs of Brazil, noticed..... 497	— Riparian villages..... 454
Brasilien, Aus Deutsch. Von Alfred Funke, noticed..... 110	Canadian Northwest, Crops, 1903..... 282
Brazil-Bolivia Boundary..... 215	Canal, Barge, N. Y. State. By T. W. Symons..... 257
— Stone Reefs of. By J. C. Branner, noticed..... 497	— Water Supply..... 263
Brazilian Topographic Maps..... 167	— Morris, N. J., condemned..... 476
Bremischen Staate, Volkszählung im, noticed..... 441	— Panama, and the Sailing Ship..... 425
Brigham, Albert Perry. Good Roads in the United States..... 721	Canals, Ohio..... 752
British Antarctic Expedition..... 293	Canerio Marine Chart..... 201
— — — Return of..... 293	Cannibals, French Congo..... 768-769
— Empire, Metric System in the. Isles, Map of, Projection for. By C. F. Close, noticed..... 501	Cantino World-Map..... 200
— Meteorological Aspects of Bird migration..... 237	Cape Ann, Changes of Level at..... 161
— Rain, Distribution of, 1903. By H. R. Mill, noticed..... 564	— Colony for the Settler. By A. R. E. Burton, noticed..... 251
— Nigeria. By A. F. Mockler-Ferryman, noticed..... 773	— Old. By Mrs. A. P. Trotter, noticed..... 311
Brochner, Jessie. Danish Life in Town and Country, noticed..... 109	— to Cairo Railroad..... 234, 680
	Caribbean, Around the, and across Panama. By F. C. Nicholas, noticed..... 112
	Carnegie Institution, Desert Botanical Laboratory..... 506
	Carpenter, Frank G. Australia, Our Colonies, etc., noticed..... 313
	— Nathaniel, his Geography, 1625..... 359

PAGE	PAGE
Cartography of the New World, Early, Waldseemüller and. By E. L. Stevenson.....	193
'Catalogue and Index, U. S. Geologi- cal Survey, noted.....	48
Caucasus, Coal Mines.....	337
— Ethnography.....	332
— Mountains, Southern Russia and the. By E. O. Hovey.....	327
— Oil-bearing strata of.....	338
Census. Bremischen Staate, Volks- zählung im, noticed.....	441
— England and Wales, 1901.....	444
Cervino, Monte. Guido Rey, no- ticed.....	503
Ceylon, Topographical Surveys of..	544
Chad, Lake, Desiccation of.....	481
— Exploration between Ubangi and.....	767
— Lenfant's Boat Journey to	429
— Waterway from, to the Atlantic.....	231
Chagres River Basin, Rainfall in..	423
Chailié-Long, Ch. Letter on the Uganda Protectorate and the Nile Quest	52
— State of Maryland votes medal to.....	192
— Work on the Nile.....	346
Chamberlin, Thomas C., and Salis- bury, R. D. Geology, noticed... — Degree conferred.....	305 435
— Planetesimal Hypothesis.	97
Chekna, capital of Bagirmi.....	771
Chevalier Mission in the Shari Basin.	482, 767
Chile, Agriculture.....	10-14
— an aristocracy.....	4
— Araucanians.....	12
— Borax supply.....	9
— Deserts	5
— Economic conditions and pros- pects.....	18
— Geography of. By J. R. Smith.....	1
— map of, facing	1
— Guano	9
— Immigration.....	20
— Minerals	9
— Nitrates	6
— Pastoral industries.....	15
— Patagonian	15
— People of.....	3
— Population table.....	21
— Railways	19
China, Geistige Strömungen im heut- igen. Von O. Franke, noticed... — Past and Present. By E. Har- per, noticed.....	718 447
— Yangtze, A Yankee on the. By W. E. Geil, noticed.....	716
[Chinese Emigration]. Die über- seeische Auswanderung der Chi- nesen. Von H. Gottwaldt, noticed.	715
— in Mongolia.....	94
— Map of the World, An Ancient, By H. B. Hulbert.....	600
— Trade, Foreign ships in.....	47
— Treaty Ports.....	432
Chisholm, Geo. G. Handbook of Commercial Geography, 4th Ed., noticed.....	113
Chittenden, H. M. Yellowstone National Park, noticed	251
Cinchona Tree in Java.....	685
Clarke, John M., succeeds Dr. Mer- rill as State Geologist of N. Y.	549
Clements, J. M. Monograph by, no- ticed.....	81
Climate and Atmospheric Pressure. — Character in Scotland....	96 479
— — — the Cotton-Boll Weevil .	96
— — — Weather of Baltimore and Vicinity. Report by O. L. Fassig, noticed	707
— Arabia.....	487
— Forests and.....	622
— Nigeria, Northern.....	757
— Panama.....	90
— Persia.....	487
— Philippines	760
Climatic influence on Vineyards...	540
— peculiarity, Congo valley....	757
Climatology, Africa, Observations of.	756
— Klimatographie von Nieder- österreich. von J. Hann, noticed..	569
— of California. By Alex. G. McAdie, noticed.....	41
Close, C. F. Projection for a Map of the British Isles on a scale of 1:1,000,000, noticed.....	501
Coal Mines, Caucasus.....	330, 337
— resources of the Yukon.....	342
— United States, Production, 1903.....	610
Coast and Geodetic Survey, U. S., Annual Report, 1903	228
Coatzacoalcos, Mexican Port	537
Coffea excelsa, new wild coffee.....	769
Coldest Region of the Earth.....	546
Coles and Cumberland Cos. (Illinois) compared	154
Colima volcano	42
Collier, Arthur J. Bulletin by, no- ticed	342
Colonial Museum, German.....	358
Colorado, Hanging Valleys.....	536
Colquhoun, Archibald R. Greater America, noticed	380
Columbus, Birth of. Critical Study by Henry Vignaud, noticed.....	505
Colville River, Alaska	404
Commerce, Foreign, of Japan.....	682

PAGE		PAGE	
Commerce, German, with Spain.....	686	Congress, Geographic, Ninth International, to meet at Geneva.....	565
— Geography of. By Spencer Trotter, noticed.....	57	— Navigation, International Association of.....	320
Commercial Geography in the University of Wisconsin.....	422	Conquête du Pôle, La. Par Charles Bénard, noticed.....	572
— — — of the World By A. J. Herbertson, noticed.....	113	Continental Peneplain of N. E. North America.....	159
— — — Readers, Pitman's, noticed.....	311	Cook, Frederick A. Round Mount McKinley.....	321
Congo Basin, Sleeping Sickness.....	755	— Joel. Switzerland Picturesque and Descriptive, noticed.....	717
— — — Free State, Natives, Ethnography of.....	679	Copper River Valley, Alaska, Agriculture.....	753
— — — — Railroads in.....	542	Copra Trade, Guam.....	393
— — — — White Population	234	Cordier, Henri, presents medal to Peary.....	693
— French, Administrative Divisions of the.....	169	Cornell Summer School of Geography.....	292
— — — Cannibal Tribes in.....	768-769	Cornwall and Devon, North, Guide noticed.....	254
— — — Grass lands.....	768	Corthell, E. L., on Tampico Harbour Works.....	423
— — — Native villages.....	771	Cosa, Juan de la, Map of.....	198
— — — Water systems formerly extensive.....	772	Côte, River Settlement, Canada.....	453
— — — German Boundary	429	Cotton-Boll Weevil and Climate.....	96
— — — valley, climatic peculiarity.....	757	Coudreau, O. Voyages au Rio Currá, La Mapuerá, au Maycurá, noticed.....	701
Congress, Geographic, Eighth International, 36, 125, 192, 255, 320, 383, 510, 575, 638, 693.		Courte, Le Comte de. La Nouvelle Zélande, noticed.....	778
— — — — Announcement, Preliminary.....	36	Coville, F. V., and Mac Dougal, D. T. Desert Botanical Laboratory of the Carnegie Institution, noticed..	506
— — — — — Announcement of Programme.....	383, 511	Cox, Leonard M. Island of Guam.....	385
— — — — — Attendance	511, 638	Crooks, J. J. History of the Colony of Sierra Leone, noticed.....	713
— — — — Baltimore day abandoned	255	Cryostophine, Ice sheets buried in the Tundra.....	538
— — — — Hudson River Excursion	557, 650	Cullum Geog. Medal awarded to Sven Hedin.....	255
— — — — Meetings, Account of	638-656	Cumberland and Coles Cos. (Illinois) compared	154
— — — — Meetings, New York.....	39, 126, 320, 510, 646	— Road.....	721
— — — — Meetings, Philadelphia.....	645	Currents, Newfoundland Coast.....	281
— — — — Meetings, Washington.....	641	Currú, Rio, Voyage au. Par O. Coudreau, noticed.....	701
— — — — Meetings, Western New York.....	650	Cuspate Forelands, Origin of.....	279
— — — — Peary R. E., chosen President.....	192	Cyclones of the Far East. By José Algué, noticed.....	705
— — — — Peary, R. E., closing address by	651	Damascus, Railroad to Mecca.....	484
— — — — Peary, R. E., Medal presented to	693	Danish Expedition, Greenland.....	363
— — — — Reception, American Geog. Society's.....	650	— Life in Town and Country. By Jessie Brochner, noticed.....	109
— — — — Reception by Mrs. G. G. Hubbard	645	Dariel Gorge, Russia.....	333
— — — — Reception by Mr. and Mrs. Peary.....	645	Darton, N. H. Report on Geology of Nebraska, noticed.....	343
— — — — Reception, Mexico, by President Diaz.....	656	Dauphin, Glaciers.....	124
— — — — Reception, Naval Observatory.....	644	Davidson, George. Alaska Boundary, noticed.....	382
— — — — Resolutions adopted	652	Da Vinci, Leonardo. Globe gores ascribed to.....	213
— — — — Visits West Point.	650		

PAGE	PAGE
Davis, W. M. Hudson River Described.....	557
— on the Essential in Geography.....	470
— Summer in Turkestan.....	217
Dead Sea Current along Moab Shore.....	585
— Trees growing in.....	584
— Region. Arnon Cliffs.....	588
— Callirrhoe, stream.....	587
— Historical and Physical Geography of the. By Putnam Cady.....	577
— Masada.....	582
— Mashita, ruin.....	579
— Oil from rocks.....	585
— Wady Möjib, cañon.....	587
Death Gulch, Yellowstone Nat. Park.....	278
Deep-Sea Soundings for Reed or Redfield Rocks.....	532-534
Delta of Saint Clair River.....	89
— Plains of Nashua Valley, Mass.....	475
Demtschinsky's long-range forecasts.....	50
Denmark, Norway, Sweden, and, Baedeker, noticed.....	254
Deperditometer to measure the loss of heat.....	135
Descriptive Geographies from Original Sources, Vol. 6 noticed.....	112
Desert of Egypt, Eastern.....	283
— of Sahara encroaching upon the Sudan.....	44
Deserts, Chile.....	5
— United States.....	506
— — — Southwest. By A. J. Burdick, noticed.....	509
Desiccation of Lake Chad.....	481
Devadhunga, Nepalese mythological name.....	746
Development of Cut-off Meanders. By W. S. Tower.....	589
Devon and Cornwall, North, Guide, noticed.....	254
Dictionary, Geographical, Abbe's proposed.....	764
Disproof of the Existence of Reed or Redfield Rocks. By G. W. Littlehales.....	530
Djeffara, plain, Tripoli.....	737
Dodge, Richard E. Elementary Geography, noticed.....	714
Dominica, Boiling Lake.....	424
Dubois, Marcel, et Kergomard, J. G. Précis de Géographie Economique, noticed.....	248
Duff, H. L. Nyasaland under the Foreign Office, noticed.....	111
Dunes, Sand, their control.....	43
— Tripolitan coast.....	737
Dutch Self-Taught. By C. A. Thimm, noticed.....	776
Dutton, Clarence Edward. Earthquakes in the Light of the New Seismology, noticed.....	634
Eastern Uganda. By C. W. Hobley, noticed.....	120
Economic Development in Sechuan.....	168
— Geography of Chile. By J. R. Smith.....	1
— Resources, South Angola.....	93
Ecuador, Glaciers.....	43
Egypt, Desert, Eastern.....	283
— Irrigation.....	233
— Seasons of crops.....	756
Einwald, August. Zwanzig Jahre in Süd-Afrika, noticed.....	717
Eliot, Sir John. Temperature, Pressure, Wind, Humidity, etc., in India, noticed.....	572
Ellesmere Land defined.....	684
Emmons, S. F., and Hayes, C. W. Contributions to Economic Geology, 1903, noticed.....	473
England and Australia, Rainfall compared.....	50
— and Wales, Census.....	444
English Colonies, Africa, Railroads in English-Kikuyu Vocabulary. A. W. McGregor, noticed.....	712
Enselme, H. A Travers la Mandchourie, noticed.....	712
Eritrea, Geografia della Colonia. Per A. Mulazzani, noticed.....	719
— Railroads in.....	542
Erödi, Béla, on Geography in Hungary.....	697
Eskimos in Alaska.....	405
Espirito Santo, New Hebrides.....	170
Essential in Geography. Extracts from paper by W. M. Davis....	470
Essequebo River.....	397
Ethnography, Caucasus.....	332
Europe, Historische Geographie von Mitteleuropa, von K. Kretschmer, noticed.....	779
— Lake surveys.....	477
— Map-making in.....	683
Everest, Mount, is not Gaurisankar. 744	
Évolution Comparée des Sables. Par J. Girard, noticed.....	315
Excavation of Herculaneum.....	288
Expansion of Russia. By A. Rambaud, noticed.....	496
— — — By F. H. Skrine, noticed.....	309
Expedition to Tripoli. By the Vicomte de Mathuisieux.....	736
Exploration in South America.....	358
Fairchild, H. L. Le Conte's Geography, Revised, &c., noticed.....	118
— on Chamberlin's Planesimal Hypothesis.....	97
Far East, Cyclones of the. By José Algué, noticed.....	705
Farm lands, Value increased by good roads.....	725

PAGE	PAGE
Fassig, Oliver L. Report on the Climate, &c., of Baltimore and Vicinity, noticed.....	707
Fenn, G. Manville. The Khédive's Country, noticed.....	573
Fetish, Its Relation to the Family. By R. H. Nassau.....	410
Finger Lake Valleys, Glacial Erosion in the.....	356
Finland, Grand Duchy of. [By Isabella Mary Phibbs], noticed.....	182
Fischer, Jos. Discovery of Waldseemüller maps.....	205
— Theobald. Monograph on the Olive, noticed.....	763
Fish, Remarkable, in the Mamun Lagoon.....	769
— Transplanting.....	491
Fisheries of Japan.....	687
Floods, Mississippi, 1903.....	353, 355
— Nile.....	617
— Passaic River, 1902-03.....	352
Fogs, London.....	478
Foreign Ships in Chinese trade.....	47
Forest Planting, Western Kansas..	753
Forestry, Iceland, Reforestation in.....	538
Forests and Climate.....	622
— Rainfall, Hawaii.....	689
— — — Western U. S.	39
Fossil Topography.....	281
Foureau, F. Mission Saharienne	
— Foureau-Lamy, 1er Fasc., noticed.....	566
— Mission, Scientific Results of the.....	482
Fracture Valleys.....	280
Franke, O. Geistige Strömungen im heutigen China, noticed.....	718
Franz Josef Land, <i>Friðhjof</i> fails to reach.....	622
French Colonies, Africa. Railroads in.....	541
— Exploration between the Ubangi and Lake Chad.....	767
Freshfield, Douglas W. Round Kangchenjunga, noticed.....	115
<i>Friðhjof</i> , return of.....	622
Froidevaux, Henri. Paris Letter.	122, 288
Froley, J. W. Mr. Littlehales' Solution of the Astronomical Triangle, &c.....	299
Führer in das Höhlengebiet von Brünn. Von A. Makowsky und A. Rzezak, noticed	314
Funkie, Alfred. Aus Deutsch Brasilien, noticed.....	110
<i>Funtumia elastica</i> , Indigenous rubber, Africa.....	768
Fur trade, Canada, Influence of....	452
Fyen, Island of, and its new seaport.	762
Gargareeh, near Tripoli.....	737
Gaurisankar is not Mount Everest..	744
Gauss, S. S., bought by Canada.....	284
— — — in Canadian waters.....	448
Gaussberg in the Antarctic.....	559
Gazetteer, Handy World Atlas and, noticed.....	107
Geil, Wm. Edgar. A Yankee on the Yangtze, noticed.....	716
Geissler, Kurt. <i>Anschauliche Grundlagen der Mathematischen Erdkunde</i> , u. s. w., noticed.....	504
Geistige Strömungen im heutigen China, von O. Franke, noticed.....	718
Geneva, Ninth Int. Geog. Congress to meet at.....	656
Genthé, Martha Krug. Tribute to Friedrich Ratzel.....	550
Gentil, M., Commissioner of French Congo.....	245
Geodetic Surveying, &c., in Madagascar, 1903. By W. H. Hunt.	561
Geografia della Colonia Eritrea per A. Mulazzani, noticed.....	719
Geographen-Kalender, noticed.....	442
Geographers, Training of.....	674
Geographic Influence upon Human Affairs. By Geo. D. Hubbard.	145
— Names, U. S. Board on. 64, 637, 719	
Geographical Terms, Glossary of. By A. Knox, noticed.....	713
— Dictionary, Abbe's proposed.....	764
— Positions, Sextant Observations for Determining. By G. W. Littlehales.....	138
— Record. 39, 89, 159, 230, 276, 352, 420, 474, 534, 608, 679, 752	
— Society, Lille.....	683
— Society of Philadelphia awards Kane medal to R. F. Scott.....	549
— Surveying, Reeves's Notes on. By G. W. Littlehales.....	101
Geographie Économique, Précis de. Par M. Dubois et J. G. Kergomard, noticed.....	248
Geographischer Anzeiger, noticed.....	242
Geography at Cambridge [England].	
— Ausgewählte Stücke . . . von O. Krümmel, noticed.....	189
— Carpenter's, 1625.....	359
— Commercial, Handbook of. Geo. G. Chisholm, 4th Ed., noticed	
— — Neglected phase of.....	240
— — of the World . . . By A. J. Herbertson, noticed.....	113
— — Wisconsin University.	422
— Dead Sea Region. By Putnam Cady.....	577
— Definition of.....	662
— Economic, of Chile. By J. R. Smith.....	I
— Elementary. By R. E. Dodge, noticed.....	714

Index.

PAGE	PAGE
Geography, Essential in. Extracts from paper by W. M. Davis.....	470
— Europe. Historische Geographie von Mitteleuropa. Von K. Kretschmer, noticed.....	779
— Evolutionary idea in.....	661
— Hungarian Activity in.....	697
— Kant on Science of.....	660
— Mathematical. Anschauliche Grundlagen der Mathematischen Erdkunde, u. s. w. Von K. Geissler, noticed.....	504
— No <i>terra-incognita</i> in.....	663
— of Commerce. By Spencer Trotter, noticed.....	57
— Physical, New. By R. S. Tarr, noticed.....	113
— Physique du Globe et Méteorologie. Par A. Berget, noticed.....	119
— Problem, Ultimate.....	673
— Problems of, Present. By H. R. Mill.....	657
— — Two kinds.....	663
— Ritter's Views on.....	660
— Scheme of.....	239
— Should be Scientific.....	672
— Summer School, Cornell.....	292
— Surface relief in.....	662
— Terminology required in.....	666
Geologic Atlas, U. S., noticed.....	104,
— 160, 173, 246, 297, 554	
Geological Survey, United States, Catalogue and Index, noticed.....	48
— — — History of the..	357
— Publications, noticed.....	33-36, 81-83, 341-343, 357,
— — — — 473, 605-608	
— Surveys, Notes on.....	29,
Geology. By Thos. C. Chamberlin and R. D. Salisbury, noticed.....	305
— Economic, 1903. Emmons and Hayes, noticed.....	473
— Elements of. Le Conte's, revised by H. L. Fairchild, noticed.....	118
— Fracture Valleys.....	280
— Guadeloupe.....	513
— Interglacial period, Dr. Holst on.....	287
Georgian Military Road, Russia.....	332
German Colonial Museum.....	358
— Colonies, Africa, Railroads in..	541
— Das Überseeische Deutschland, noticed.....	777
Germanus, Henricus Martellus. Map of	197
Germany. Machines sent to the Tropics.....	687
— Trade with Spain.....	686
Geschichte und Herkunft der schweizerischen Alpenflora. M. C. Jerosch, noticed.....	709
Gibbons, A. St. H.... Africa from South to North through Marotselfland, noticed.....	570
Gilbert, G. K., Glaciers and Glaciation, noticed.....	187
Gill, Sir David. Degree conferred.	435
Girard, Jules. L'Évolution Comparée des Sables, noticed.....	315
Glacial Erosion in the Finger Lake Valleys	356
Glaciated Surfaces and Deposits in the Transvaal.....	480
Glaciation, Kern Basin, Cal.....	165
— Tasmania.....	545
Glacier Ice, Age of.....	763
— Muir, retreating.....	39
— Riings.....	764
Glaciers and Glaciation. By G. K. Gilbert, noticed.....	187
— Dauphiny	124
— Ecuador.....	43
— Savoy.....	124
Glareanus, Maps of.....	208
Gletscherkunde, von F. Machacek, noticed.....	190
Globe, Behaim	197
— gores ascribed to Da Vinci.....	213
— Jagellon.....	212
— Lenox.....	212
— Schöner's, 1515.....	211
Glossary of Geographical and Topographical Terms. By A. Knox, noticed.....	713
Gold Production in 1903	288
Gore Maps.....	207-208
Gordon, General. Letters of.....	350-351
Gottwaldt, H. Die überseeische Auswanderung der Chinesen, u. s. w., noticed	715
Gouffre Valley, Canada.....	456
Graham, W. W., in the Himalayas.	107
Grand Duchy of Finland [By I. M. Phibbs], noticed.....	121
Grande Soufrière of Guadeloupe. By E. O. Hovey.....	513
Great Basin, Mountain Ranges of the	535
Greater America. By A. R. Colquhoun, noticed.....	380
Greenland Expedition, Danish Literary	363
Gregory, J. W. Professor of Geology, University of Glasgow.....	549
Grenard, F. Le Tibet, noticed.....	566
Grierson, P. J. Hamilton. The Silent Trade, noticed.....	710
Grindewald, Pleasure-Book of. By D. P. Rhodes, noticed.....	110
Grubb, W. Barbrooke. Among the Indians of the Paraguayan Chaco, noticed	444
Guadeloupe, Geological Structure .	513

PAGE		PAGE	
Guadeloupe, Grande Soufrière of. By E. O. Hovey.....	513	Hawaii, Forests and Rainfall.....	689
— Mountains of.....	514	Hayes, C. W. and Emmons, S. F. Contributions to Economic Geology, 1903, noticed.....	473
Guam, American Administration.....	395	Hedin, Sven, awarded medal by the <i>Société de Géographie</i>	367
— Area cultivated.....	393	— awarded Cullum Geog. medal.....	255
— Climate.....	389	— Scientific Results, Central Asia, Vol. I., noticed.....	78c
— Copra Trade.....	393	Heilprin, Angelo. Appointment, Yale University.....	435
— Island of. By L. M. Cox.....	385	Herbertson, A. J. Commercial Geography of the World . . . noticed.....	113
— Natives.....	390-392	— and F. D. Australia and Oceanica, noticed.....	112
— Products.....	393	Herculaneum, Excavation of.....	288
— Schools.....	395	Highest Mountain Ascent. E. S. Balch.....	107
— Spanish Administration.....	394	Hill, A. W., describes plants near Lake Titicaca.....	754
— Timber.....	388	— Robert T., in Mexico.....	536
Guano, Chile.....	9	Himalayan peaks, Identification of..	744
Guide, Alps, Eastern, noticed.....	253	Himalayas, Ascents by Dr. and Mrs. Workman.....	51
— Devon and Cornwall, North, noticed.....	254	Historic Highways of America. By A. B. Hulbert, noticed.....	54
— Italy, Central, and Rome, no- ticed.....	253	Historische Geographie von Mittel- europa. Von K. Kretschmer, no- ticed.....	779
— — from the Alps to Naples, noticed.....	778	History of the Colony of Sierra Leone. By J. J. Crooks, noticed.....	713
— — Jamaica, 1903, noticed.....	110	Hitchcock, Ripley. Louisiana Pur- chase, etc., noticed.....	383
— — Madagascar et Dépendances, noticed.....	111	Hobley, C. W. Eastern Uganda, noticed.....	121
— — Norway, Sweden and Denmark, noticed.....	254	Holmes, W. H., Aboriginal Pottery of the Eastern United States, <i>Note</i> on.....	269
— — United States, noticed.....	569	Honduras. Edited by A. K. Moe, noticed.....	777
Guiana, British, River Names of. By J. Rodway.....	396	Hovey, Edmund Otis. Grande Soufrière of Guadeloupe.....	513
— — "Timehri," Rock pic- tures.....	397	— — Southern Russia and the Caucasus Mountains	327
Guianas, Naturalist in the. By Eu- gène André, noticed.....	442	Hubbard, Geo. D. Geographic In- fluence upon Human Affairs.....	145
Guinea, Nuestras Colonias en. Por F. Montaldo, noticed.....	379	Hudson River Described by W. M. Davis.....	557
Haack, Hermann. Geographen- Kalender, noticed.....	442	Hulbert, Archer Butler. Historic Highways of America, noticed...	54
Haas, Hippolyt. Neapel, seine Um- gebung und Sizilien, noticed... .	249	— H. B. An Ancient (Chinese) Map of the World.....	600
Halfa, shipped for paper mills....	736	— — and Vanderlip, W. B. In Search of a Siberian Klondike, noticed.....	249
Hamilton, Angus. Korea, noticed.....	314	Human Affairs, Geographic Influ- ence upon. By Geo. D. Hubbard.	145
Hamy, E. T. Monograph on Le- sueur's Travels, noticed.....	608	Hungary, Geography in.....	697
Handbook for Jamaica, 1903, no- ticed.....	110	Hunt, William H. Geodetic Sur- veying, Topographical Work, and Map-making in Madagascar, 1903. 561	
— of Commercial Geography, Geo. G. Chisholm. 4th Ed , noticed..	113		
Hanging Valleys.....	422		
— — Colorado.....	536		
Hann, Julius, Honorary Member Russian Geog. Society.....	549		
— Klimatographie von Nieder- österreich, noticed.....	569		
Harper, Edward. China, Past and Present, noticed.....	447		
Harriman Alaska Expedition. Vol. 3, noticed.....	187		
Hartleben's Kleines Statistisches Taschenbuch. F. Umlauf, no- ticed.....	570		
Haushofer, Max. Tirol und Vorarl- berg, noticed.....	109		

PAGE		PAGE	
Hutter, Franz. Wanderungen und Forschungen im Nord-Hinterland von Kamerun, noticed.....	382	Jerosch, Marie Ch. Geschichte und Herkunft der schweizerischen Al- penflora, noticed.....	709
Ice Conditions, Barents Sea.....	488	John River, Alaska.....	406
— in the Arctic Seas, 1903.....	171	Johnson, W. A. Pioneer Spaniards in North America, noticed.....	253
— Sheets buried in the Tundra.....	538	Kamerun, Wanderungen in. Von F. Hutter, noticed.....	382
Iceland, Reforestation in.....	538	Kangchenjunga, Round. By D. W. Freshfield, noticed.....	115
— Weather and that of N. W. Europe.....	91	Kano [Sudan], Picture of.....	157
Idaho, Geology, etc., of.....	82-83	Kansas, Forest Planting in Western.....	753
Illinois Roads.....	734	Kant, Immanuel, on geography.....	660
Immigration, Chile.....	20	Katanga, Navigation in.....	234
Imperialism allemand. Par Maurice Lair, noticed.....	441	— Progress in.....	613
Inde d'aujourd'hui. Par Albert Métin, noticed.....	444	— Sleeping Sickness in.....	615
India, Irrigation.....	359	Katzer, Friedrich. Geologischer Führ- er durch Bosnien und die Herce- govina, noticed.....	315
— Population of.....	408-410	Kennedy, E. B. Thirty Seasons in Scandinavia, noticed.....	312
— Rainfall and Population.....	488	Kergomard, J. G. et Dubois, Mar- cel. Précis de Géographie Econo- mique, noticed.....	248
— Religions.....	409	Kern Basin, California.....	164
— Temperature, Pressure, Wind, Humidity, etc., in. By Sir J. Eliot, noticed.....	572	Kernbut, a new term.....	243
Indiana Geological Survey.....	31	Kerncol, a new term.....	243
Indians of the Paraguayan Chaco. By W. B. Grubb, noticed.....	444	Khedive's Country. By G. M. Fenn, noticed.....	573
Influence of Geographic Environ- ment on the Lower St. Lawrence. By E. C. Semple.....	449	Khiva, etc, Architecture in. By O. Olufsen, noticed.....	573
Influenza, Sunshine and.....	539	Khoms, Tripolitan port.....	736
Intercontinental Route, American.....	469	Kilimanjaro ascended by C. Uhlig.....	754
Interglacial Gorge Problem.....	357	Kingsley, Mary H., quoted.....	418
— period, Concerning the.....	287	Klimatographie von Niederöster- reich, von J. Hann, noticed.....	569
Iowa Geological Survey.....	32	Knox, Alexander. Glossary of Geo- graphical and Topographical Terms, noticed.....	713
— Roads in.....	722	Koch, Robert.....	245
Irrigation, Egypt.....	233	Korea. By Angus Hamilton, no- ticed.....	314
— in India.....	359	Kretschmer, Konrad. Historische Geographie von Mitteleuropa, no- ticed.....	779
Island of Guam. By L. M. Cox.....	385	Krümmel, O. Ausgewählte Stücke der Geographie, noticed.....	189
Ismailia, Mosquitoes in.....	242	Kumassi, Ashanti. Railroad to.....	44
Italian Travel, Book of. By H. N. Maughan, noticed.....	565	Kupczanko, Gregor Iw. Russland in Zahlen, noticed.....	110
Italy, Central, and Rome. Baedeker, noticed.....	253	Lair, Maurice. L'Imperialisme alle- mand, noticed.....	441
— from the Alps to Naples. Baedeker, noticed.....	778	Lake, Boiling, Dominica.....	424
Jagellon Globe.....	212	Lakes, European.....	477
Jamaica, Handbook for 1903, noticed.....	110	— New Zealand, Survey of.....	620
Jannasch, R. Die Wege und Ent- fernungen zur See im Welt-Ver- kehr, noticed.....	311	— Scottish, Surveys of.....	91
Japan. Die Entwicklung Japans, u. s. w. Von O. Nippold, noticed.....	778	Landslide on Turtle Mountain.....	272
— Fisheries of.....	687	Lansing, Robert. Questions Settled by the Award of the Alaskan Boundary Tribunal.....	65
— Foreign Commerce.....	682	Lapland, Health Resort in.....	286
— Present-Day. By A. M. Camp- bell, noticed.....	782	Laurentian Mountains.....	455
— To-Day. By J. A. B. Scherer, noticed.....	446		
— von Joseph Lauterer, noticed.....	574		
Japanese Grammar Self-Taught. By H. J. Weintz, noticed.....	776		
Java, Cinchona tree in.....	685		

PAGE	PAGE
Laussedat, A. Recherches sur les Instruments, les Méthodes et le Dessin Topographiques, noticed..	499
Lauterer, Joseph. Japan, noticed..	574
Le Conte, Joseph. Elements of Geology, Revised by H. L. Fairchild, noticed..	118
Leith, C. K. Monograph by, noticed..	82
Le Jolis, A. F. Obituary	638
Lefant, Captain, Gold medal conferred upon	367
——— Voyages to Lake Chad	429
Lenox Globe.....	212
Leptis Magna, Tripoli	737
Lesueur, Charles Alexandre. Travels in the U. S.	608
Levat, E.-D. Richesses Minérales des Possessions Russes en Asie Centrale, noticed..	778
Lhassa, Zybikov's visit to	95
Library, Accessions	177, 371, 623
Lille Geographical Society	683
Limnology in Europe	477
Lindenkohl, Adolph. Obituary	435
Lisière, Alaska	66
Littlehales, G. W. Disproof of the Existence of Reed or Redfield Rocks	530
——— Concerning Sextant Observations for Determining Geographical Positions	138
——— Reeves's Notes, etc., on Geographical Surveying	101
——— Solution of the Astronomical Triangle, etc. Abstract by J. W. Froley	299
London Fogs	478
Louisiana Purchase, etc. By R. Hitchcock, noticed	383
Lugard, Sir F. Picture of Kano	157
Lumsden, James. Through Canada in Harvest Time, noticed	252
McAdie, Alex. G. Climatology of California, noticed	41
MacClintock, Samuel. The Philippines, noticed	304
MacDougal, D. T., and Coville, F. V. Desert Botanical Laboratory of the Carnegie Institution, noticed	506
McGregor, A. W. English-Kikuyu Vocabulary, noticed	712
Machacek, F., Gletscherkunde, noticed	190
McKinley, Mount. By F. A. Cook	321
Madagascar et Dépendances, Guide Annuel de, noticed	111
——— Geodetic Surveying, etc., 1903. By W. H. Hunt	561
——— Thirty Years in. By T. T. Matthews, noticed	783
Main River Basin, Germany. Precipitation and Flow	237
Makarov, Admiral. Obituary	435
Makovsky, A., und Rzebak, A. Führer in das Höhlengebiet von Brünn, noticed	314
Malanda, Family "medicine"	415
Manam marshes really a plain	769
Mandchourie, À travers la. Par H. Enselme, noticed	712
Map, British Isles, Projection for. By C. F. Close	501
——— -making in Europe	683
——— -making, Madagascar	561
——— Mercator, 1538	215
——— World, Ancient Chinese. By H. B. Hulbert. With Reproduction and Index key	600-605
Maps, Gore	207-208
Maps, noticed, 60, 103, 172, 246, 295, 368, 436, 492, 554, 632, 694, 765	
AFRICA:	
——— —— Angola	246
——— —— Borgu	696
——— —— Central and South	370
——— —— German East	493
——— —— German East, Economic	366
——— —— German East, Railroad	174
——— —— German Southwest	174
——— —— Kamerun, Central	61
——— —— Kamerun, General	369
——— —— Kamerun, Hutter's route	369
——— —— Kavirondo	174
——— —— Madagascar, Missions	369
——— —— Mission	493
——— —— Morocco, Flotte de Roquevaire's	696
——— —— Morocco, Graf von Pfeil's	246
——— —— Natal Mining Districts	299
——— —— Niger - Bénoué - Tchad	438
——— —— Nigeria, Northern	106
——— —— Political	438
——— —— Railroad	438
——— —— Rhodesia, Geologic	493
——— —— Rhodesia, Railroad	633
——— —— Shire River	106
——— —— Sierra Leone-Liberian Boundary	696
——— —— Togo, Boundaries	633
AMERICA:	
——— —— Alabama, Geologic	554
——— —— Alaska, Boundary	368
——— —— Alaska, General chart	554

PAGE		PAGE	
Maps, noticed, AMERICA:		Maps, noticed, AMERICA:	
Alaska Telegraph and Cable System.....	694	Nottaway River Basin, Quebec.....	766
Alaska, Topographic.....	295	Panama Canal.....	492
Alaska, York Region.....	492	Passaic Valley.....	368
Alaska, Yukon River.....	172	Patagonia.....	104
Argentina Hydrographic Charts.....	246	Piedmont Plateau (U.S.).....	104
Athabasca, Canada, Geologic.....	766	Porto Rico, Mining.....	436, 492
Atlin Gold Fields, B. C.....	765	Salvador, Sapper's.....	695
Bolivia.....	695	Saramacca River, Dutch Guiana.....	766
Bolivia, Northern.....	104	Saskatchewan, Canada, Geologic.....	766
Brazil, Southern, Rainfall.....	298	Titicaca, Lake.....	695
Brazil, Topographic.....	167	United States, Gypsum Deposits.....	368
Buenos Aires, Geologic.....	369	United States, Ports.....	296
Buenos Aires, Plan.....	436	United States, Vienna de St. Martin's.....	440
Canada, N. W., Mounted Police Stations.....	555	ANTARCTIC:	
Canada, Ports.....	206	Graham Land Region.....	439
Canada, Railroad.....	555	Lands (four maps).....	697
Canada, Topographic (Windsor Sheet).....	555	Track of the Scotia.....	106
Canada, West, Geologic.....	296	Victoria land.....	697
Canandaigua, N. Y., Stratigraphic.....	695	ASIA:	
Caupolicán and Northern Bolivia.....	104	Baikal Shores.....	105
Caura River, Venezuela.....	437	Batang Asaj and Tributaries, Sumatra.....	766
Guatemala, West, Sapper's.....	695	Burma, British.....	175
Hualgayoc, Peru.....	436	Ceylon.....	494
Hudson and James Bays, East Coast Geologic.....	765	China and Korea, Coasts of.....	175
Indiana, Geologic.....	555	China, East (by Prussian Land Survey).....	175
Keewatin, Canada, Geologic.....	766	China, East, Japan and Korea (Istituto Cartografico Italiano).....	555
Magallanes, Land of.....	172	China, East, Japan and Korea, Langhans'.....	175
Magellan Strait.....	632	China, Japan and Korea, Bartholomew's.....	370
Minnesota Vermilion Iron-Bearing District.....	103	China-Tibet, von Grueber and de Dorville's route (1661-62).....	696
Mocha Island, Chile.....	555	China, Vogelsang's journey.....	298
Naples, N. Y., Stratigraphic.....	695	China, Yang-tse Region.....	175
Nevada.....	173	East India Seas.....	176
New Jersey, Central Basin.....	368	Hankow, Plan.....	105
New Jersey, Clays.....	632	Japan, Geologic.....	632
New York State Drainage.....	368	Japan, Railroad (Dept. of Communications, Tokyo).....	176
Nicaragua.....	492	Japan, Railroad (Imp. Railway Bureau, Tokyo).....	437
North America, from Sohr-Berghaus Handatlas..	103	Japan, Relief.....	485

PAGE	PAGE
Maps, noticed, ASIA:	
— Kamchatka, Geologic and Topographic.....	298
— Lhasa, Plan.....	176
— Orographic, by Prince Kropotkin.....	105
— Philippines (Census Bulletin Maps).....	494
— Physical.....	494
— Shantung and N. Kiangsu.....	494
— Stanford's.....	175
— Siam-Cochin China.....	437
— Tibet, South Central.....	437
AUSTRALASIA:	
— Australia, locating Aborigines	439
— Kaiser Wilhelm Land.....	439
— New Guinea, British	106
EUROPE:	
— Austria-Hungary..	173
— Balkan Peninsula.....	247
— Barents Sea.....	176
— Boulogne-sur-Mer.....	173
— Brandenburg, Isocratic	104
— Budapest.....	61
— Dolomiten.....	247
— Douro, Porto do....	370
— Emden en Delfzijl	174
— England and Wales.....	494
— England, Ordnance Survey	479
— England, Vegetation of River Basins.....	173, 696
— Finland, Geologic	248
— Forth Valley, Industrial.....	105
— France, New.....	480
— Shipping disasters	632
— Italy, Railroad.....	556
— Lissa and Busi Islands.....	437
— London, Geologic	358
— Mediterranean Olive Lands.....	495, 766
— Newa Bucht.....	105
— Rome (Istituto Geografico Italiano).....	555
— Rügen, Island of	495
— Russian Empire....	174
— Scotland, Lochs of	298, 556, 766
— Switzerland.....	495
— Supplement-maps, Geographen-Kalender	371
Maps, noticed, WORLD:	
— Coaling Stations of Great Britain and the U. S.....	633
— Cotton-Growing areas.....	556
— Earthquakes at Sea.....	633
— showing German Expansion in.....	697
— showing vegetation.....	96
— United States Base.....	98
— Waldseemüller, Discovery of, by Prof. Fischer.....	205
— World, Address on, by E. L. Stevenson.....	193, 215
Mapuerá, Voyage à La. Par O. Coureau, noticed.....	701
Marcus Island.....	544
Markham, Violet R. New Era in South Africa, noticed.....	440
Maryland Geological Survey.....	31
Masada, Judea.....	582
Mashita, ruin in Moab.....	579
Masi, Eugenia. Giacomo C. Beltrami e le sue Esplorazioni in America, noticed.....	380
Massachusetts, Roads.....	732
Mathuisieux, Vicomte de. An Expedition to Tripoli.....	736
[Matterhorn.] Il Monte Cervino, Guido Rey, noticed.....	503
Matthews, T. T. Thirty Years in Madagascar, noticed.....	783
Maughan, H. N. Book of Italian Travel, noticed.....	565
Maycurú, Voyage au. Par O. Coureau, noticed.....	701
Mbati, Family "medicine" rite	418, 420
Meakin, Annette M. B. In Russian-Turkestan, noticed	312
Meanders and the Mexican Boundary Question	593
Meanders, Cut-off. Deflection of current	595
— Development of. By W. S. Tower	589
— Formation and changes	592
— Growth of	591
— Incised	590
— River, figures	590, 592, 594
Mecca, Railroad to Damascus.....	484
[Mediterranean Lands.] Das Mittelmeergebiet, von A. Philippson, noticed	779
Medusæ in Victoria Nyanza	93
Menominee Iron-Bearing District of Michigan	342
Mercator map of 1538.....	215
Merrill, F. J. H., State Geologist of N. Y., retired	549
Mesabi Iron-Bearing District of Minnesota	82

PAGE	PAGE
Meteorological Aspects of Bird Mi- gration, British Isles.....	237
— Service, Transvaal.....	543, 758
— Station, Año Nuevo Island..	91
Meteorology, Antarctic.....	547
— Résultats météorologiques de l'Hivernage de la "Belgica." Par H. Arctowski, noticed.....	509
— Condensation, Table Mountain.	236
— India, Meteorological Memoir. By Sir John Eliot, noticed.....	572
— Precipitation, etc., Main River, Germany.....	237
— Soufrière of Guadeloupe.....	516
Métin, Albert. L'Inde d'aujourd'hui, noticed.....	444
Metric System in the British Empire.	128
Mexican Boundary Question, Me- anders and.....	598
Mexico, Altitudes.....	610
— Coatzacoalcos.....	537
— Quer durch Mexiko, von W. Schless, noticed.....	718
— Robert T. Hill in.....	536
— Salina Cruz.....	537
Michigan, Menominee Iron-Bearing District.....	342
Mill, Hugh Robert. Distribution of Rain over the British Isles, 1903, noticed.....	564
— Present Problems of Geo- graphy.....	657
Mimir, Icelandic publication, noticed.	192
Minerals, Chile.....	9
Mineral Springs, Russian.....	330
Minnesota, Mesabi Iron-Bearing Dis- trict.....	82
— Vermilion Iron-Bearing Dis- trict.....	81
Mission Saharienne Foureau Lamy, Par F. Foureau, 1er Fasc., noticed.	566
Mississippi Floods, 1903.....	353, 355
Mittelmeergebiet, Das, von A. Phil- ippson, noticed.....	779
Mockler-Ferryman, A. F. British Nigeria, noticed.....	773
Moe, Alfred K. Honduras, noticed.	777
Mohn, H. Degree conferred.....	435
Monaco, Prince of. Arctic Project.	285
Monadnock, Mount.....	163
Mongolia, Chinese in.....	94
Montaldo, Federico. Nuestras Co- lonias en Guinea, noticed.....	379
Monte Rosa, Observatory on.....	428
Moraine, Shelbyville.....	147
Morocco, Zkara, a Christian Tribe in.	343
Morris Canal, N. J., condemned..	476
Mosquito, Yellow Fever, Distribu- tion of.....	242
Mosquitoes, Ismailia.....	242
Mountain Ascent, Highest. E. S. Balch	107
Mountain Ranges of the Great Basin.	535
Mountains, Guadeloupe.....	514
— Ruwenzori Range, Uganda..	542
Mozambique, Le. Par A. Negreiros, noticed	712
Mud Islands at Walfish Bay.....	362
Muir Glacier retreating.....	39
Mulazzani, A. Geografia della Colo- nia Eritrea, noticed.....	719
Mullins, J. D. Wonderful Story of Uganda, noticed.....	496
Murray, Sir John. Degree conferred.	435
Mystic Mid-region; Deserts of the Southwest [U. S.]. By A. J. Bur- dick, noticed.....	509
Nashua Valley, Mass., Delta Plain of	475
Nassau, R. H. Fetish: Its Rela- tion to the Family.....	410
National Good Roads Association, St. Louis.....	728
Natural Bridges of Utah.....	534
Naturalist in the Guianas. By Eugène André, noticed.....	442
Navigation in Katanga.....	234
Neapel, seine Umgebung und Sizi- lien. Von H. Haas, noticed.....	249
Nebraska Geological Survey.....	30
— Geology, etc., of. Report no- ticed	343
Neger, F. W. und Vanino, L. Der Paraguay-Tee (Verba-Mate), no- ticed	310
Negreiros, Almada. Le Mozam- bique, noticed.....	712
Negroes in the U. S.....	609
Newfoundland, Currents, S. E. Coasts of.....	281
New Era in South Africa. By V. R. Markham, noticed.....	440
— Guinea, British. Natives who can scarcely walk.....	691
— Hebrides, Largest Island of the	170
— Jersey Roads, "State aid" plan	734
Land: Four Years in the Arctic. By Otto Sverdrup, noticed.....	774
— Maps.. 60, 103, 172, 246, 295, 368, 436, 492, 554, 632, 694,	765
— Physical Geography. By R. S. Tarr, noticed	113
— York City, changes in elevation	276
— State Canal, Barge, Pro- jected. By T. W. Symons.....	257
— Farm Property, De- crease in value of.....	723
— Natural History	
Survey, Index, noted	48
— Roads.....	732-733
New Zealand Lakes, Bathymetric Survey	620
— Year Book for 1903.....	621
News, Notes and .. 63, 125, 191, 255, 320, 383, 448, 510, 575, 637, 719,	784

PAGE	PAGE		
Nicholas, Francis C. Around the Caribbean and across Panama, noticed.....	112	Ohio Canals.....	752
Nichols, Francis H., at Tengyueh..	384	Oil Fields, Caucasus.....	338
— — Communications received.....	575	Old Cape Colony. By Mrs. A. P. Trotter, noticed.....	311
— — in India.....	719	Olive. Monograph by T. Fischer, noticed.....	763
— — in Tibet.....	637	— plantations, Tripoli.....	742
Nigeria, British. By A. F. Mockler-Ferryman, noticed.....	773	Olufsen, O. Old and New Architecture in Khiva, Bokhara and Turkestan, noticed.....	573
— Northern, Climate of.....	757	Oregon, Geology of.....	83
— Surveys in.....	169	Oroya, Peru.....	749
Nile, Chailié-Long's Work on the..	346	Pacific Ocean, Dangerous Rocks in.....	530
— Floods.....	617	— South, Fish transplanting to.....	491
— Quest, Uganda Protectorate and the.....	52	Panama, Around the Caribbean and across. By F. C. Nicholas, noticed.....	112
— Valley and Its Products. The Khedive's Country. G. M. Fenn, noticed.....	573	— Canal and the Sailing Ship.....	425
Nippold, Otfried. Die Entwicklung Japans in den letzten fünfzig Jahren, noticed.....	778	— Climate	90
Nitrates, Chile.....	6	Pan-American Railway.....	89, 466
Nome, Cape. Placer beds.....	34	Paraguay Chaco, Indians of the. By W. B. Grubb, noticed.....	444
Nootka, Vancouver and Quadra Monument.....	126	Paraguay-Tee (Verba Mate). Von F. W. Neger und L. Vanino, noticed.....	310
Nordstrand, Schleswig - Holstein, joined to the mainland.....	539	"Park of Peace," Victoria Falls....	758
North Carolina Roads.....	734	Paris Letter.....	122, 288
— Road-tax.....	723	— Société de Géographie, Awards medals.....	367
— Pole, Indications of Land near Sea, Winning land from the..	434	Passaic River Floods, 1902-03.....	352
— Sea, Winning land from the..	539	Patagonian Chile.....	15
Norway, Sweden, etc. Baedeker, noticed.....	254	Peary, R. E. Medal awarded by the Société de Géographie, Paris.....	693
Notes and News. 63, 125, 191, 255, 320, 383, 448, 510, 575, 637, 719, 784		— New Arctic ship described.....	694
— on Geological Surveys.....	29, 81	— President Eighth Int. Geo. Congress	192
Notices, Book. 54, 109, 187, 248, 304, 379, 440, 496, 504, 634, 701, 772		Pedoliths	287
Nouvelle Zélande, La. Par Le Comte de Courte, noticed.....	778	Peneplain, Continental, of N. E. North America.....	159
Nuestras Colonias en Guinea. Por F. Montaldo, noticed.....	379	Pennsylvania Roads.....	734
Nyasaland under the Foreign Office. By H. L. Duff, noticed.....	111	Persia, Climate.....	487
Ober, Frederick A. Our West Indian Neighbors, noticed.....	776	Peru, "Central Route of".....	747
Obituary. Bishop, Isabella.....	765	— Coast valleys.....	747
— Le Jolis, Auguste François.....	638	— Trans-Andean route in.....	747
Lindenkohl, Adolph.....	435	Peters, W. J. Reconnaissance in Alaska	403
Makarov, Admiral.....	435	Petrocokino, A. Along the Andes, noticed.....	252
Ratzel, Friedrich.....	550	[Phibbs, Isabella Mary.] Grand Duchy of Finland, noticed.....	121
Ruge, Sophus.....	64, 241	Philippines and the Far East. By H. C. Stuntz, noticed.....	250
Sowerbutts, Eli.....	435	— Climate	760
Stanley, Henry M.....	302	— Population.....	430
Von Zittel, Karl Alfred.....	367	— The. By Samuel MacClintock, noticed	304
Wilhelmi, Leopold.....	64	— Typhoon of Oct., 1903.....	485
Observatory on Monte Rosa.....	428	Phillips, P. Lee. List of Books, Magazine Articles and Maps relating to Central America, noticed.....	121
Ocean Cables, 1903.....	47	Philippsson, A. Das Mittelmeergebiet, noticed.....	779
Oceanica, Australia and. By F. D. & A. J. Herbertson, noticed.....	112	— to go to Asia-Minor.....	245
dense, a Seaport.....	762		
ea, modern Tripoli.....	737		

PAGE		PAGE	
Phipson, T. L. Past and Present History of the Earth's Atmosphere, noticed	568	Quicksilver Mines, Russia.....	330
Physiographic Terms, Two New... 243		Railroad, around Lake Baikal.....	619
Physiography, Tennessee River Valley.....	163	— Assam, Bengal.....	759
— Washington (State).....	165	— Berber to Suakin	483
Physique du Globe et Météorologie. Par Alphonse Berget, noticed	119	— Cape to Cairo.....	234, 680
Piens, C. New Seaport of Zeebrugge, Belgium, with plan.....	84	— Damascus to Mecca.....	484
Pilestrina, Map.....	201	— Pan-American.....	89, 466
Pioneer Spaniards in North America. By W. H. Johnson, noticed	253	— to Kumassi.....	44
Placer beds, Cape Nome.....	34	Railroads, Africa, Development of	
Plague, Bubonic.....	286	— Chile.....	540, 542
Planetary Hypothesis, Chamberlin's.....	97	— "Good roads trains".....	19, 730
Pleasure-Book of Grindelwald. By D. P. Rhodes, noticed	110	Pyrenees.....	682
Polar Climate the Major Factor in the Evolution of Plants and Animals. By G. R. Wieland, abstract.....	142	Railways in Rhodesia. By E. H. S. Wright, noticed	772
— Project, Bénard's.....	490	Rain, British Isles, Distribution of, 1903. By H. R. Mill, noticed	564
Pôle, Conquête du. Par C. Bénard, noticed	572	Rainfall, Africa, South.....	543
Pontus, Journey of Exploration in. By J. G. C. Anderson, noticed	776	— and Crops, California.....	277
Population, Canada, French.....	459	— and Population in India.....	488
— Chile, table.....	21	— Chagres Basin.....	423
— of India	408-410	— England and Australia compared.....	50
— of the World.....	547	— Forests and	39
— Philippines.....	430	— Forests and, Hawaii.....	689
— United States.....	255	Rambaud, Alfred, Expansion of Russia, noticed	496
Port Arthur.....	94	Ranger, U. S. S., Soundings.....	532, 534
Portland Channel (Alaska).....	76	Ranke, Joh. von.....	245
Porto Rico, New Harbour in.....	474	Ratzel, Friedrich. Tributes to	550
Portuguese Colonies, Africa, Railroads in.....	542	Recherches sur les Instruments, les Méthodes, et le Dessin Topographiques. Par A. Laussedat, noticed	499
Précis de la Géographie Économique. Par M. Dubois et J. G. Kergomard, noticed	248	Reconnaissance in Northern Alaska. 403	
Present-Day Japan. By A. M. Campbell, noticed	783	Record, Geographical. 33, 89, 159, 230, 276, 352, 420, 474, 534, 608, 679, 752	
Problems of Geography, Present. By H. R. Mill.....	657	Reed or Redfield Rocks, Disproof of the Existence of. By G. W. Littlehales.....	530
Ptolemy, Edition of 1513.....	209	Reeves, E. A., on Geographical Surveying, etc. By G. W. Littlehales. 101	
— Ruytsch's.....	202	Researches, History of the Earth's Atmosphere. By T. L. Phipson, noticed	568
Puerto Bermudez, Peru.....	749	Reusch, Hans. Theory of glacier ice. 763	
Punic remains, Tripoli.....	737	Rey, Guido. Il Monte Cervino, noticed	503
Punta Arenas, Magellan Strait.....	17	Rhodes, Daniel P. Pleasure-Book of Grindelwald, noticed	110
Pyrenees, Railroads across the.....	682	Rhodesia, Railways in. By E. H. S. Wright, noticed	772
Quadra-Vancouver Monument, Nootka.....	126	Rhodesie et Transvaal. Par A. Bourdeau, noticed	575
Quaternary Time, Length of	242	Richesses Minérales des Possessions Russes en Asie Centrale. Par E.-D. Levat, noticed	778
Quebec, Province, French in.....	450	Richter, Julius. Uganda, noticed	310
Quer durch Mexiko vom Atlantischen zum Stilen Ocean, von W. Schiess, noticed	718	Kiungs glacier.....	764
Questions Settled by the Award of the Alaskan Boundary Tribunal. By Robert Lansing	65	Riparian villages, Canada.....	454
		Ritter, Carl, his views on geography. 660	

PAGE	PAGE
(River) Meanders, Cut-off, Development of. By W. S. Tower.....	389
— Names of British Guiana. By J. Rodway.....	896
— Surveys in the U. S.	87
Road, Cumberland.....	721
Roads, Alabama.....	734
— Convict labour on.....	731
— Cost of transportation.....	723-724
— Good, increase the value of farms.....	725
— Influences toward the making of.....	728-729
— in the U. S. By A. P. Brigham.....	721
— "Good roads trains".....	730
— Illinois.....	734
— Iowa.....	722
— Massachusetts.....	732
— Materials tested.....	727
— National Good Roads Association, St. Louis.....	728
— New Jersey.....	734
— New York State.....	732-733
— North Carolina.....	734
— — tax.....	723
— Pennsylvania.....	734
— United States. Latimer-Brownlow Bill.....	727
— — Office of Public Road Inquiries.....	727
Rodway, James. River Names of British Guiana.....	396
Roman remains, Tripoli.....	737, 739
Rome, Central Italy and. Baedeker, noticed.....	253
Round Kangchenjunga. By D. W. Freshfield, noticed.....	115
— Mount McKinley. By F. A. Cook.....	321
Royal Geographical Society Annual Awards.....	243
— — House of the.....	478
— — Research Department.....	45
Rubber Districts, Eastern Bolivia.....	681
— tree, Africa.....	768
Ruge, Sophus. Obituary.....	64, 241
Rumania not in Balkan Peninsula.....	426
Russell, H. C. Astronomer, Retirement of.....	384
— I. C. Bulletins by, noticed.....	82-83
— — North America, noticed.....	702
Russia, Dariel Gorge.....	333
— Expansion of. By A. Rambaud, noticed.....	496
— — By F. H. Skrine, noticed.....	309
— Georgian Military Road.....	332
— in-Europe, Soils of.....	428
— Mineral Springs.....	330
— Mines.....	330
Russia, Mount of the Cross.....	335
— Southern, and the Caucasus Mountains. By E. O. Hovey.....	327
Russland in Zahlen. By G. I. Kupczanko, noticed.....	110
Russo-Japanese War Field, Climate of.....	359
Ruwenzori Range, Uganda.....	542
— Region.....	618
Ruysch's Ptolemy.....	202
Rzezhak, A., und Makowsky, A. Führer in das Höhlengebiet von Brünn, noticed.....	314
Sabratra, Tripoli.....	737
Sahara, Climate of, invading the Sudan.....	772
— encroaching upon the Sudan.....	44
— Western, Crossing the.....	482
Sailing-ship and the Panama Canal.....	425
Saint Clair River Delta.....	89
Saint-Dié, Gymnasium of.....	204
Saint Lawrence, Counties, North Shore.....	455
— Lower. Influence of Geographic Environment on the. By E. C. Semple.....	449
Salina Cruz, Mexican Port.....	537
Salisbury, Rollin D. and Chamberlin, T. C. Geology, noticed.....	305
Salt from Lake Assal.....	362
— Mines, Russia.....	330
Sand Dunes and their control.....	43
— Evolution Comparée des Sables. Par J. Girard, noticed.....	315
Sanders, William. Results of the Census of England and Wales, 1901, noticed.....	444
Sara tribe, French Congo.....	770
Savoy, Glaciers.....	124
Scandinavia, Thirty Seasons in. By E. B. Kennedy, noticed.....	312
Scherer, James A. B. Japan To-day, noticed.....	446
Schiess, Wilhelm. Quer durch Mexiko vom Atlantischen zum Stillen Ocean, noticed.....	718
Schlagintweit takes Gaurisankar for Mt. Everest, 1855.....	746
Schöner's Globe, 1515.....	211
Schrader, F. C. Report on N. Alaska.....	403
Scientific Station north of the Arctic Circle.....	51
Scotia expedition.....	547
Scotland, Climate and Character in.....	479
Scott, R. F. Awarded Elisha Kent Kane medal.....	549
Scottish Antarctic Expedition.....	47, 489
— Lakes, Surveys.....	91
Seasons of crops, Egypt.....	756
Sebkhas, salt marshes, Tripoli.....	737
Sechuan, Economic Development... XUM	168

Index.

PAGE	PAGE
Seismology, New.....	634
Semple, Ellen Churchill. Influence of Geographic Environment on the Lower St. Lawrence.....	449
— — — — — Tribute to Fried- rich Ratzel.....	553
"Sensitive Temperatures." By R. DeC. Ward.....	129
Seward Peninsula, Alaska.....	33, 35
Sextant Observations for Determin- ing Geographical Positions. By G. W. Littlehales.....	138
Shari River Basin, Chevalier Mis- sion.....	482
— — — — — region, Central Africa.....	767-772
Shelbyville Moraine.....	147
Shirwa, Lake, Disappearance of.....	44
Shore-lines, Subterranean.....	421
Siberian Klondike, In Search of a. By W. B. Vanderlip and H. B. Hulbert, noticed.....	249
Sibut, Fort. [French Congo] Agri- cultural Experiment station.....	768
Sierra Leone, W. Africa, History of the Colony of. By J. J. Crooks, noticed.....	713
Silberer, Herbert. Viertausend Kilo- meter im Ballon, noticed.....	304
Silent Trade, The. By P. J. H. Grierson, noticed.....	710
Simplon Tunnel.....	167
— — — — — Completion delayed.....	761
Siva Oasis, Archæological Journey to.....	680
Skrine, Francis Henry. Expansion of Russia, noticed.....	309
Sleeping Sickness, Cause of.....	45
— — — — — Congo Basin.....	755
— — — — — Katanga.....	615
Smith, J. Russell. Economic Geo- graphy of Chile.....	I
Smithsonian Report, 1903, noticed..	764
Snake River Plains, Idaho, Geology, etc., of.....	82
Snussi, Congo chief.....	769
Société de Géographie, Paris. Medal awarded to Peary.....	448, 693
Soufrière of Guadeloupe, Cone.....	518
— — — — — Cratères de Na- poléon.....	524
— — — — — Eruptions.....	526
— — — — — Fumarolles.....	518, 521, 524, 526
— — — — — Grande. By E. O. Hovey.....	513
— — — — — Meteorology.....	516
— — — — — Morne l'Echelle 526-529	528
— — — — — Springs.....	528
Sowerbutts, Eli. Obituary.....	435
Spain, Trade with Germany.....	686
Stanley, Henry M. Obituary.....	302
Statistisches Taschenbuch, Hart- leben's, noticed.....	570
Steindorff, Geo. Journey to the Siva Oasis.....	680
Stevenson, E. L. Waldseemüller and the Lusitano-Germanic Car- tography of the New World.....	193
Stielier's Atlas, History of.....	264
— — — — — Parts noticed. 106, 248, 556, 767	209
Stobnicza, Maps.....	209
Stone Reefs of Brazil. By J. C. Branner, noticed.....	497
Stransky, Gottfried, Traveller in Albania.....	167
Studio Pontica. By J. G. C. Ander- son, noticed.....	780
Stuntz, H. C. Philippines and the Far East, noticed.....	250
Sturdza, A. A., on Rumania.....	426
Suakin, Railroad from Berber to.....	483
Subterranean Shore-lines.....	421
Sudan Almanac, 1904.....	367
— — — — — Egyptian, Railroads in.....	542
Summer in Turkestan. W. M. Davis.....	217
Sundbärg, Gustav. Sweden, noticed.....	565
Sunshine and Influenza.....	539
Survey, New Zealand Lakes.....	620
— — — — — U. S. Geological, History of the	357
— — — — — Publications, noticed, 33-36, 81-83, 341-343, 357, 473, 605-608	605-608
Surveys, Geological, Notes on.....	29, 81
— — Northern Nigeria.....	169
— — Scottish Lakes.....	91
— — Topographic, Alaska, 1904	699
— — United States	676, 749
Sverdrup, Otto. New Land, noticed.....	774
Sweden and Denmark, Norway and. Baedeker, noticed	254
— — Its People and Its Industry.	
— — Gustav Sundbärg, noticed	565
Swedish Antarctic Expedition, 1902- '03.....	22
— — — — — Pictures taken....	285
Switzerland, Picturesque and De- scriptive. By J. Cook, noticed.....	717
Symons, Thomas W. Projected New Barge Canal of the State of New York	257
Syrtis, Tripoli	742
Table Mountain [Cape Town], Water from clouds on.....	236
Tadoussac, on Saguenay River.....	457
T'ahar Plateau, Tripoli.....	740, 742
Tampico Harbour works described..	423
Tarhouna Plateau, Tripoli.....	738
Tarin River. By Sven Hedin, no- ticed.....	780
Tarr, Ralph S. New Physical Geo- graphy, noticed.....	113

PAGE	PAGE
Tasmania, Glaciation of.....	545
Temperatures, Sensible. By R. De C. Ward.....	129
Tennessee River valley, Physiography of.....	163
Thimm, C. A. Dutch Self-Taught, noticed.....	776
Thirty Seasons in Scandinavia. By E. B. Kennedy, noticed.....	312
— Years in Madagascar. By T. T. Matthews, noticed.....	783
Through Canada in Harvest Time. By J. Lumsden, noticed.....	252
Thousand Islands Region.....	475
Tibet, Effects of Altitude in.....	486
— Le. Par F. Grenard, noticed.....	566
Tien-tsin, Electric Cars in.....	432
Tifis.....	336
Time, Quaternary.....	242
“Timehri,” rock-pictures, British Guiana.....	397
Tirol und Vorarlberg. Von Max Haushofer, noticed.....	109
Titicaca, Lake, Vegetation near.....	754
Toll, Baron von, Fate of.....	238, 432
— Reward for information regarding.....	128
Topographic Atlas, United States, Value of.....	688
— Surveys, Alaska, 1904. Notes on.....	699
— Ceylon.....	544
— United States.....	676, 749
Topography, Fossil.....	281
— Instruments, les Méthodes et le Dessin Topographiques. Par A. Laussedat, noticed.....	499
Tower, W. S., Development of Cut-off Meanders.....	589
Trade, Silent. By P. J. H. Grierson, noticed.....	710
Transactions of the Society.....	61, 125, 191, 255
Trans-Andean route in Peru.....	747
Transvaal, Glaciated Surfaces and Deposits in the.....	480
— Meteorological Service.....	543, 758
— Rhodésie et. Par A. Bordeaux, noticed.....	575
Travels of Charles A. Lesueur in the U. S.....	608
Treaty Ports, China.....	432
Trees, Wind-Blown.....	244
Tributes to Friedrich Ratzel.....	550
Trilles, Father, on an unknown animal.....	127
Tripoli, An Expedition to. By the Vicomte de Mathuisieux.....	736
— Barrenness, how produced.....	744
— Berbers, Nefousan, formerly Christian.....	741
— Eastern, cultivated.....	743
— Great Syrtis.....	742
— Mizda.....	742-743
— Olive plantations at Nefousa.....	742
— Population, Berber.....	740-741, 744
— Distribution of.....	744
— Troglodyte.....	740-741
— Port of.....	736
— Remains of ancient cities.....	737, 739, 742
— Shore of.....	736
— Sofedjin, Wady.....	742
— Structure of.....	744
Troglodyte population, parts of Tripoli.....	740-741
Trotter, Mrs. A. P. Old Cape Colony, noticed.....	311
— Spencer, Geography of Commerce, noticed.....	57
Tsetse flies and the Sleeping Sickness.....	755
Tundra, Ice-sheets buried in the.....	538
Tunnel, Simplon.....	167
— Completion delayed.....	761
Turkestan, Architecture in, &c. By O. Olufsen, noticed.....	573
— In Russian. By A. M. B. Meakin, noticed.....	312
— Summer in. W. M. Davis....	217
Turtle Mountain, Great Landslide on.....	272
Typhoon of Oct. 25-26, 1903.....	485
Ubangi and Lake Chad, Exploration between.....	767
Überseeische Deutschland, Das, noticed.....	777
Uganda. By J. Richter, noticed.....	310
— Conditions in.....	756
— Eastern. By C. W. Hobley, noticed.....	120
— Handbook, noticed.....	574
— Protectorate and the Nile Quest.....	52
— Wonderful Story of. By J. D. Mullins, noticed.....	496
Uhlig, C. Ascends Kilimanjaro.....	754
Umlauf, F. Kleines Statistisches Taschenbuch, noticed.....	570
United States. Aboriginal Pottery of the Eastern.....	269
— Base Maps.....	98
— Board on Geographic Names.....	64, 637, 719
— Coal Production, 1903.....	610
— Coast and Geodetic Survey, Annual Report, 1903.....	228
— Deserts of the.....	506
— Deserts of the Southwest. By A. J. Burdick, noticed.....	509
— Geological exploratory work practically complete.....	750
— Geologic Atlas, noticed.....	104, 160, 173, 246, 297, 554

PAGE	PAGE		
United States. Geological Survey Catalogue and Index, noticed	48	Wagner, H. History of Stieler's Atlas, <i>Abstract</i>	264
— — — — History of the	357	Waldseemüller and the Cartography of the New World. By E. L. Stevenson	193
— — — — Publications, noticed, 33-36, 81-83, 341-343, 357, 473, 605-608		Walfish Bay, Mud Island at	362
— — — — River Surveys.	87	Wanderungen und Forschungen . . . in Kamerun. Von F. Hutter, no- ticed	382
— — — — Government Reports, Va- lue of	668	Ward, C. S. North Devon and North Cornwall, noticed	254
— — — — Great Basin Mountain Ranges	535	Ward, Robert DeC. "Sensible Temperatures."	129
— — — — Handbook, Baedeker, no- ticed	569	Washington (State) Geological Sur- vey	30
— — — — Negroes in	609	— — — Physiography of	165
— — — — Population	255	Wassijaure scientific station	51
— — — — Roads, bad, Loss from . .	723	Water, Artesian, from Moraine	420
— — — — Good, in the. By A. P. Brigham	721	Waugh, Sir Andrew, named Mt. Everest, 1852	745-746
— — — — Inquiry Office	727	Weather, Europe, North Western	91
— — — — Statistical Atlas, noticed	60	— forecasts, Demtschinsky's	50
— — — — Topographic Atlas, Value of	688	— Iceland	91
— — — — Topographic Surveys	676, 749	Wege und Entfernungen zur See im Welt-Verkehr, von R. Jannasch, noticed	311
— — — — Travels of Chas. A. Le- sueur in	608	Weintz, H. J. Japanese Grammar Self-Taught, noticed	776
Uruguay, Argentine relief steamer	27	West Indian Neighbors, Our. By F. A. Ober, noticed	776
Utah, Natural bridges of	534	Wheeling, U. S. S. Final Search for Reed or Redfield Rocks	533-534
Valleys, Hanging	422	White Cañon, Utah, Natural Bridges	534
— — — Colorado	536	White, James. Dictionary of Altitudes, Canada, noticed	231
Valparaiso Harbor	230	Wieland, G. R. <i>Abstract of Paper</i> , Polar Climate in Time the Major Factor in the Evolution of Plants and Animals	142
Vancouver and Quadra Monument, Nootka	126	Wilhelm, Leopold. Obituary	64
Vanderlip, W. B., and Hulbert, H. B. In Search of a Siberian Klondike, noticed	249	Willis, Bailey. Return from Asia	685
Vanino, L., and Neger, F. W. Der Paraguay-Tee (Yerba Mate), no- ticed	310	Wilson, Rufus Rockwell. Burnaby's Travels through N. America, no- ticed	711
Varenius, his geography, 1650	659	Wind-Blown Trees	244
Vegetation shown on maps	96	Winter, Francis P. Report on Brit- ish New Guinea, noticed	691
Verkhoyansk, coldest region of the Earth	546	Wisconsin University, Commercial Geography in	422
Vermilion Iron-Bearing District of Minnesota	81	Wonderful Story of Uganda. By J. D. Mullins, noticed	496
Victoria Falls, Improvements at	758	Wood, H. Identification of Him- alayan Peaks	744
— — — Nyanza, Medusæ in	93	Workman, Dr. and Mrs., in the Himalayas	51, 107
— — — Variations of level	612	World, Ancient (Chinese) Map of the. H. B. Hulbert	600
Viertausend Kilometer im Ballon. Von H. Silberer, noticed	304	— Complete Map needed	664
Vignaud, Henry. Critical Study of the Various Dates assigned to the Birth of Columbus, noticed	505	— New, Early Cartography of the. By E. L. Stevenson	193
Vineyards, Climatic influence on	540	— Population of the	547
Volcano of Colima	42		
— — — Soufrière of Guadeloupe, Grande. By E. O. Hovey	513		
Volcanoes, Atlas of	436		
von Erlangen in N. E. Africa	363		
von Grunau, Baron. Journey to Siva Oasis	680		
von Zittel, Karl Alfred. Obituary	367		
Wady Môjib, Cañon, on Dead Sea	587		

	PAGE		PAGE
Wright, E. H. Smith. Railways in Rhodesia, <i>noticed</i>	772	Yukon, Coal resources	342
Yaka, Family Fetish	412	Zanzibar, etc. Handbook, <i>noticed</i>	574
Yalu River, Lower	235	Zeebrugge, Belgium. New Seaport. By C. Piens, <i>with plan</i>	84
Yankee on the Yangtze. By W. E. Geil, <i>noticed</i>	716	Ziegler-Fiala Arctic Expedition	488
Yellow Fever Mosquito, Distribution of	242	Zkara, a Christian Tribe in Morocco	343
Yellowstone National Park. By H. M. Chittenden, <i>noticed</i>	251	Zlitten, Arabs of	738
— — — — — Death Gulch.	278	Zwanzig Jahre in Süd Afrika. Von A. Einwald, <i>noticed</i>	717
		Zybikov's Visit to Lhassa.	95

MAPS AND ILLUSTRATIONS.

MAPS.

Alaska, Northern, <i>facing</i>	403
Alaska, S. E., showing Boundary, <i>facing</i>	128
Barge Canal, N. Y. State, <i>facing</i>	320
Brazil and Bolivia, New Frontier, <i>facing</i>	256
Chile, Economic, <i>facing</i>	65
Deep-Sea Soundings, U. S. S. S. <i>Ranger</i> and <i>Wheeling</i> , <i>facing</i>	530
Gaurisankar and Mt. Everest, <i>sketch</i>	745
Graham Land Region	23
Guam, <i>facing</i>	385
Mt. McKinley Region, Alaska	326
Nile, showing work of Chaillé-Long, <i>facing</i>	346
Pan-American Railway, <i>facing</i>	512
Peru, Central Route of	748
Portland Channel	77
Shelbyville Moraine (sketches illustrating)	147, 149, 151
Soufrière, Guadeloupe, <i>facing</i>	513

ILLUSTRATIONS.

Tripolitaine proprement dite, <i>facing</i>	736
World, Ancient Chinese, <i>facing</i>	600
World, Star Projection	365
Zeebrugge, Belgium, Plan of Port, <i>facing</i>	84
Baku, Oil Wells	219
Gaussberg, Kaiser Wilhelm II. Land	560
Guam, Five views	386-394
Kano, from Dallah Hill (Central Sudan).	158
Khirgis Villager and Son	225
Kurds in the Koper Dagh Mountains	220
Mt. McKinley (Alaska)	324
Ratzel, Friedrich. Portrait	550
River Meanders, figures	590, 592, 594
Samarkand, Three views	222, 223, 224
Soufrière, Grande, of Guadeloupe, Nine views	515-529
Turtle Mountain Landslide	272, 273